# SPECIAL APPLICATIONS



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# PICKUP BOX REMOVAL PROGRAM

***Alterations to Complete Vehicles***

Persons who alter complete (certified) Pickup Trucks by removal of the Pickup box should be aware that this type of activity would impose upon them the corresponding responsibility for ensuring that the units as sold are in compliance with all applicable safety and/or emissions (including noise and RFI) requirements. Specific questions concerning compliance or certification to these requirements should be directed to the vehicle alterer's legal counsel or the National Highway Traffic Safety Administration, the Environmental Protection Agency, the California Air Resources Board, or in Canada, the Ministry of Transport or the Canadian Department of Commerce.

The Environmental Protection Agency has provided an explanation of the policy they will follow regarding the modification by the secondary manufacturers of complete Light Duty Trucks prior to sale and delivery to the ultimate purchaser. This explanation is contained in a letter from C. N. Freed of the EPA to M.H. McBride of the Recreation Vehicle Industry Association, dated July 13, 1979. A portion of this letter states:

"...Secondary manufacturers are not manufacturers under the [Clean Air] Act when the following conditions are met:

1. The vehicles produced by a secondary manufacturer conform in all material respects to the design specification in the original manufacturer's application for certification (hereafter 'Application'); and
2. The weight of the vehicles produced by a secondary manufacturer, including the weight of fuel at nominal tank capacity, is no more than 500 lbs. above the maximum vehicle weight."

No frontal area restrictions will apply to secondary manufacturers who comply with the conditions above. However, every vehicle sold to an ultimate purchaser must be covered by emission warranty mandated by section 207(a) of the Act. Secondary manufacturers who do not meet the above conditions will be considered manufacturers under the Act and will be required to ensure that the vehicles they produce are covered by a certificate of conformity.

The Maximum vehicle weight for a given vehicle is determined by:

A) Subtracting 300 lbs. from the highest loaded vehicle weight (see 40 CFR 86.082-2 for loaded vehicle weight definition and the table at 40 CFR 86.129-94) associated with the test weight listed in the application for the vehicle, and

B) Adding the weight of all options that are offered by the original manufacturer for the applicable truck line that were not included in the curb weight reported in the application.

In the case of mutually exclusive options, only the weight of the heavier option is to be used when computing the maximum vehicle weight.

***(Alterations – continued on next page)***

***(Alterations – continued from previous page)***

In addition, the California Air Resources Board has provided an explanation of the policy they will follow regarding the modification by the secondary manufacturers of complete Light Duty Trucks prior to sale and delivery to the ultimate purchaser. This explanation is contained in the California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light Duty Trucks and Medium Duty Vehicles, adopted August 5, 1999, and dated May 28, 2004. A portion of this document states:

> "Certification, if granted, is effective only for the vehicle/test group described in the original manufacturer's certification application. Modifications by a secondary manufacturer to vehicles/engines shall be deemed not to increase emissions above the standards under which those vehicles/engines were certified and to be within the original certification if such modifications do not: (1) increase vehicle weight more than 10 percent above the curb weight, increase frontal area more than 10 percent, or result in a combination increase of weight plus frontal area of more than 14 percent; or (2) include changes in axle ratio, tire size, or tire type resulting in changes in the drive train ratio of more than 5 percent; or (3) include any modification to the emission control system. No originally certified vehicle/engine which is modified by a secondary manufacturer in a manner described in items (1) through (3) of the preceding sentence may be sold to an ultimate purchaser, offered or delivered for sale to an ultimate purchaser, or registered in California unless the modified vehicle/engine is certified by the state board in accordance with applicable test procedures to meet emission standards for the model year for which the vehicle/engine was originally certified. For the purposes of this subsection, "secondary manufacturer" means any person, other than the original manufacturer, who modifies a new motor vehicle prior to sale to the ultimate purchaser."

Those who wish to remove the Pickup box from a Pickup Truck for the purpose of installing special equipment or another type of body should be further advised that a Pickup may require modification in one of the following areas. Before a decision is made to alter a C/K Pickup Model, please be advised of the following considerations:

**Vehicle:**

Analyze the vehicle specifications for product content. The option content of a particular vehicle will determine which if any of the five areas of modification might not be applicable to the vehicle alterations contemplated.

**Service Parts:**

The service parts and related service part number as outlined in the five areas of modification may be ordered through your local Chevrolet/GMC Dealer. Contact your Dealer's Service Parts Representative for availability and price.

**Areas of Modification:**

1. Fuel filler neck assembly, housing, and ground strap.
2. Rear axle vent hose.
3. Tail lamp, tail lamp wiring harness and license plate bracket assembly.
4. Spare tire mounting.
5. Body pressure relief valve (see UI Bulletin #44).

## CMVSS and FMVSS

Compliance of Canadian and Federal Motor Vehicle Safety Standards will be affected by Upfitters removing Pickup Box and Rear Bumper to install a second unit body:

MVSS 105 – Hydraulic brake (Vehicles greater than 3500 kg (7716 lb) GVWR)
MVSS 108 – Lighting Equipment
MVSS 111 – Rear View Mirrors
MVSS 135 – Light Vehicle Brakes, applies to vehicles 3500 kg (7716 lb) GVWR or less
MVSS 204 – Steering Control Rear Displacement
MVSS 208 – Occupant Crash Protection
MVSS 219 – Windshield Zone Intrusion 4536 kg (10,000 lb) or less
MVSS 301 – Fuel System Integrity, trucks

## Federal Motor Vehicle Safety Standards

### *CMVSS 105 and FMVSS 105 – HYDRAULIC BRAKE SYSTEMS*

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document with a greater than 3500 kg (7,716 lb) GVWR, (unless otherwise noted on the cover).**

This incomplete vehicle when completed will conform to CMVSS 105 and FMVSS 105 provided it is completed in accordance with the following specific conditions by the (immediate and) final stage manufacturer:

A. Providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- Anti-Lock Brake System
- Brake assemblies and components (service /parking) – (power boosters, master cylinder, wheel cylinder, calipers, wheel speed sensor, wheel speed sensor wiring, brake lining, etc.)
- Brake pedal, brake switch, parking brake hand – lever or park brake switch and related mechanical components
- Brake system electrical controls and logic
- Gauges and warning devices, and statements
- Hydraulic brake fluid and reservoirs
- Hydraulic brake lines, fittings and routings
- Hydraulic brake valves and components
- Master cylinder-warning statement
- Parking brake actuator and related – mechanical components
- Power steering or vacuum lines and routing
- Power steering or vacuum pump
- Tires and Wheels
- Vacuum brake lines, fittings and routings
- Vehicle wiring harnesses
- Wheelbases

B. GVWR, GAWR front and rear weight ratings as listed on the incomplete vehicle label affixed to the front cover of this document must not be exceeded.

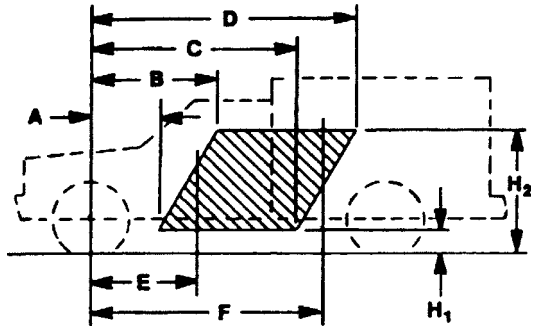
C. The center of gravity of the total vehicle falls within the areas referenced on the “ALLOWABLE CENTER OF GRAVITY CHART” that follows. Instructions for determining the allowable center of gravity variation are listed below:

These charts detail the envelope of allowable center of gravity variation for completed vehicles. This is significant for the lightly loaded portion of FMVSS 105, which is defined as curb plus 181.4 kg (400 lb) distributed in the driver-passenger area of the vehicle for vehicles with GVWR of 4536 kg (10,000 lb) or less or as curb plus 226.8 kg (500 lb) distributed in the driver-passenger area of the vehicle for vehicles with GVWR greater than 4536 kg (10,000 lb).

The lightly loaded center of gravity complete vehicles needs to be restricted so it will meet FMVSS 105 stopping distances. The laden center of gravity does not need to be specified as it is controlled within the CMVSS 105 and FMVSS 105 test procedure by specific instructions as to how ballast is to be placed (while height is not controlled, it is assumed that for test purposes it would be reasonable).

***(CMVSS 105 and FMVSS 105 – continued on next page)***

*(CMVSS 105 and FMVSS 105 – continued from previous page)*




**C/G of vehicle in CMVSS or FMVSS unladen condition [Curb + 181.4 kg. (400 lb) or Curb + 226.8 kg. (500 lb) as defined by CMVSS 105 and FMVSS 105] must be inside shaded area – that is, the C/G must be within the trapezoid formed by the coordinates A, B, C, D, $H_1$, & $H_2$, plus the C/G must be to the rear of vertical line E and forward of vertical line F.**

For Body Builder's use, the center of gravity location can be approximated by the following formula:

$$d = \frac{[W_{rc} + W_{rb} + [(H_p)(W_p)/WB]]\ WB}{W_t}$$

$$h = \frac{[h_1 W_c + h_2 W_b + (h_3)(W_p)]}{W_t}$$

| | | |
|---|---|---|
| d | = | horizontal distance from front wheels to completed vehicle center of gravity cm (in) |
| h | = | vertical distance from ground to completed vehicle center of gravity cm (in) |
| $W_{rc}$ | = | rear component of bare chassis weight kg (lb) |
| $W_{rb}$ | = | rear component of body weight kg (lb) |
| WB | = | vehicle wheelbase cm (in) |
| $W_t$ | = | total weight of chassis and body kg (lbs) plus 181.4 kg (400 lb) for vehicles with GVWR of 4536 kg (10,000 lb) or less |
| $W_t$ | = | total weight of chassis and body kg (lbs) plus 226.8 kg (500 lb) for vehicles with GVWR greater than 4536 kg (10,000 lb) |
| $h_1$ | = | center of gravity height from ground of the bare chassis = 71.1 cm (28 in) |
| $W_c$ | = | total weight of chassis kg (lb) |
| $h_2$ | = | center of gravity height of body from ground cm (in) |
| $W_b$ | = | total weight of body kg (lb) |
| $W_p$ | = | 181.4 kg (400 lb) amount from lightly loaded definition that is evenly distributed in driver-passenger area of vehicle for vehicles with GVWR of 4536 kg (10,000 lb) or less |
| $W_p$ | = | 226.8 kg (500 lb) amount from lightly loaded definition that is evenly distributed in driver-passenger area of vehicle for vehicles with GVWR greater than 4536 kg (10,000 lb) |

***(CMVSS 105 and FMVSS 105 – continued on next page)***

***(CMVSS 105 and FMVSS 105 – continued from previous page)***

$H_p$ = 146.7 cm (57.76 in) horizontal distance from front axle to center of gravity of 181.4 kg (400 lb) or 226.8 kg (500 lb) evenly distributed in driver-passenger area of vehicle

$h_3$ = 94.8 cm (37.32 in) vertical center of gravity height of 181.4 kg (400 lb) evenly distributed in driver-passenger area for vehicles with 3900 kg (8600 lb) GVWR

$h_3$ = 99.9 cm (39.33 in) vertical center of gravity height of 181.4 kg (400 lb) evenly distributed in driver-passenger area for vehicles with 3856, 4173 and 4491 kg (8500, 9200 and 9900 lb) GVWR

$h_3$ = 99.9 cm (39.33 in) vertical center of gravity height of 226.8 kg (500 lb) evenly distributed in driver-passenger area for vehicles with 5171 - 5443 kg (11,400 - 12,000 lb) GVWR

## CMVSS 105 and FMVSS 105 Allowable Center of Gravity Charts

| | | | | | Pickup Box Removal Vehicles | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Coordinates of Allowable C/G Variation at CMVSS/FMVSS Unladen Curb Wt. + 181.4 kg (400 lbs.) or 226.8 kg (500 lbs.) as defined by CMVSS & FMVSS 105 | | | | | | Forward C/G Limit | Rearward C/G Limit |
| Model | GVWR Kg (lb) | Brake System | Wheelbase cm (in) | Rear Wheel | $H_1$ cm (in) | $H_2$ cm (in) | A cm (in) | B cm (in) | C cm (in) | D cm (in) | E cm (in) | F cm (in) |
| C15743 | 3901 (8600) | JH6 | 388.62 (153) | SRW | 30.5 (12) | 121.9 (48) | 170.2 (67) | 236.2 (93) | 226.1 (89) | 284.5 (112) | 170.2 (67) | 284.5 (112) |
| K15743 | 3901 (8600) | JH6 | 388.62 (153) | SRW | 30.5 (12) | 121.9 (48) | 170.2 (67) | 236.2 (93) | 226.1 (89) | 284.5 (112) | 170.2 (67) | 284.5 (112) |
| C25903 | 4173 (9200) | JH6 | 337.82 (133) | SRW | 30.5 (12) | 121.9 (48) | 91.4 (36) | 160.0 (63) | 205.7 (81) | 269.2 (106) | 127.0 (50) | 269.2 (106) |
| C25753 | 4173 (9200) | JH6 | 364.49 (143.5) | SRW | 30.5 (12) | 121.9 (48) | 96.5 (38) | 165.1 (65) | 218.4 (86) | 284.5 (112) | 137.2 (54) | 284.5 (112) |
| C25743 | 4173 (9200) | JH6 | 388.62 (153) | SRW | 30.5 (12) | 121.9 (48) | 101.6 (40) | 170.2 (67) | 231.1 (91) | 297.2 (117) | 144.8 (57) | 297.2 (117) |
| C25953 | 4173 (9200) | JH6 | 400.05 (157.5) | SRW | 30.5 (12) | 121.9 (48) | 104.1 (41) | 172.7 (68) | 238.8 (94) | 304.8 (120) | 147.3 (58) | 304.8 (120) |
| C25943 | 4173 (9200) | JH6 | 424.18 (167) | SRW | 30.5 (12) | 121.9 (48) | 109.2 (43) | 177.8 (70) | 251.5 (99) | 317.5 (125) | 157.5 (62) | 317.5 (125) |
| K25903 | 4173 (9200) | JH6 | 337.82 (133) | SRW | 30.5 (12) | 121.9 (48) | 91.4 (36) | 160.0 (63) | 205.7 (81) | 269.23 (106) | 127.0 (50) | 269.23 (106) |
| K25753 | 4173 (9200) | JH6 | 364.49 (143.5) | SRW | 30.5 (12) | 121.9 (48) | 96.5 (38) | 165.1 (65) | 218.4 (86) | 284.5 (112) | 137.2 (54) | 284.5 (112) |
| K25743 | 4173 (9200) | JH6 | 388.62 (153) | SRW | 30.5 (12) | 121.9 (48) | 101.6 (40) | 170.2 (67) | 231.1 (91) | 297.2 (117) | 144.8 (57) | 297.2 (117) |
| K25953 | 4173 (9200) | JH6 | 400.05 (157.5) | SRW | 30.5 (12) | 121.9 (48) | 104.1 (41) | 172.7 (68) | 238.8 (94) | 304.8 (120) | 147.3 (58) | 304.8 (120) |
| K25943 | 4173 (9200) | JH6 | 424.18 (167) | SRW | 30.5 (12) | 121.9 (48) | 109.2 (43) | 177.8 (70) | 251.5 (99) | 317.5 (125) | 157.5 (62) | 317.5 (125) |
| K35903 | 4491 (9900) | JH6 | 337.82 (133) | SRW | 30.5 (12) | 121.9 (48) | 109.2 (43) | 167.6 (66) | 162.6 (64) | 221.0 (87) | 119.4 (47) | 221.0 (87) |
| K35953 | 4491 (9900) | JH6 | 400.05 (157.5) | SRW | 30.5 (12) | 121.9 (48) | 127.0 (50) | 185.4 (73) | 182.9 (72) | 243.8 (96) | 137.2 (54) | 243.8 (96) |
| K35943 | 4491 (9900) | JH6 | 424.18 (167) | SRW | 30.5 (12) | 121.9 (48) | 132.1 (52) | 190.5 (75) | 193.0 (76) | 254.0 (100) | 144.8 (57) | 254.0 (100) |

SRW = Single Rear Wheel
DRW = Dual Rear Wheel
C/G = Center of Gravity

Brake Systems:
Hydraulic Powered Boosters JH6

***CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT (Pickup and Utility)***

**TYPE 1 The following statement is applicable to Pickup and Utility types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the Owner Manual instructions and illumination components, assemblies or systems installed by General Motors.

The following lamp identification codes of the listed devices cannot be modified or changed. If lamp requirements are modified or changed, the following devices may have to be replaced:

Hazard Flasher – four #1157 lamps, two #194 lamps and two #168 lamps.
Hazard Warning Signal Operating Unit – four #1157 lamps, two #194 lamps and two #168 lamps.
Turn Signal Flasher – two #1157 lamps, one #194 lamp and one #168 lamp.
Turn Signal Operating Unit – two #1157 lamps, one #194 lamp and one #168 lamp.

***CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT (Chassis Cab)***

**TYPE 1 The following statement is applicable to Chassis Cab types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 if it is completed with a body over 203 cm (80 in) in length, and providing the following conditions are met:

A. Each of these devices must be properly installed on the completed vehicle and meet all requirements of CMVSS 108 and FMVSS 108:

1. The following devices when provided, located and/or wired by General Motors meet the requirements of CMVSS 108 and FMVSS 108:

Back-up lamps
Center high-mounted stop lamp
Daytime running lamps controls and wiring (Canada)
Front cab roof clearance and identification lamps
Front side marker lamps
Front side marker reflex reflectors
Headlamp dimmer switch
Headlamp highbeam indicator
Headlamps and/or foglamps
License plate lamp
Park Lamps
Owner Manual instructions
Rear reflex reflectors
Rear side marker lamps
Rear turn signal lamps
Stop lamps
Tail lamps
Turn signal and Vehicle hazard warning indicator lamps
Turn signal flasher
Turn signal lamps
Turn signal operating unit
Vehicle hazard warning signal flasher
Vehicle hazard warning signal operating unit

***(CMVSS 108 and FMVSS 108 — continued on next page)***

*(CMVSS 108 and FMVSS 108 — continued from previous page)*

2. No part of the completed vehicle shall be installed so as to prevent any of the devices listed on the previous page from meeting their required photometric output at the specified test points. If such interference exists, the applicable devices may have to be relocated or additional devices added to meet the requirements of CMVSS 108 and FMVSS 108. Any CMVSS 108 and FMVSS 108 part shall not be painted.
3. The following additional devices must be installed on the rear body and meet all requirements of CMVSS 108 and FMVSS 108:

| | |
|---|---|
| Front and rear clearance lamps | Rear side marker lamps |
| Front and rear identification lamps | Rear side marker reflex reflectors |

4. The following additional devices must be installed on the rear body and meet all the requirements of CMVSS 108 and FMVSS 108 if the overall vehicle length is 30 feet or greater:

| | |
|---|---|
| Intermediate side marker lamps | Intermediate side reflex reflectors |

B. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed in A, 1, above.

C. Dealers, Intermediate or Final State Manufacturer's, after removing wooden shipping bumper, must relocate rear tail, stop and turn lights by switching the left hand and right hand brackets and lamp assembly so that the lights are mounted outboard of the shipping position. Two additional installation bolts are included in the Incomplete Vehicle Envelope.

***CMVSS 111 and FMVSS 111 – REARVIEW MIRRORS***

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, without shipped loose mirror or mirror delete options (unless otherwise noted on the cover).**

This incomplete vehicle will conform to CMVSS 111 and FMVSS 111 providing:

A. No alterations or substitutions are made to the outside mirrors or inside mirrors furnished with the vehicle,

B. The driver's seat location is not altered,

C. The body width is not increased, and

D. The body remains symmetrical about the vehicle centerline.

**TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document, with shipped loose mirror or mirror delete options (unless otherwise noted on the cover).**

This vehicle will conform to FMVSS 111 providing no alterations or substitutions are made to the outside or inside mirrors furnished with the vehicle, the driver's seat location is not altered and the body width is not increased.

***CMVSS 135 and FMVSS 135 – HYDRAULIC BRAKE SYSTEMS***

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document with a 3500 kg (7,716 lb) GVWR or less, (unless otherwise noted on the cover).**

This incomplete vehicle when completed will conform to CMVSS 135 and FMVSS 135 provided it is completed in accordance with the following specific conditions by the (immediate and) final stage manufacturer:

A. Providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- Anti-Lock Brake System
- Brake assemblies and components (service/ parking) – (i.e. power boosters, master cylinder, wheel cylinder, calipers, rotors, wheel speed sensor, wheel speed sensor wiring, brake lining, etc.)
- Brake pedal, brake switch, parking brake hand – lever or park brake switch and related mechanical components
- Brake system electrical controls and logic
- Gauges and warning devices, and statements
- Hydraulic brake fluid and reservoirs
- Hydraulic brake lines, fittings and routings
- Hydraulic brake valves and components
- Master cylinder-warning statement
- Owner Manual instructions
- Parking brake actuator and related – mechanical components
- Power steering or vacuum lines and routing
- Power steering or vacuum pump
- Tires and Wheels
- Vacuum brake lines, fittings and routings
- Vehicle wiring harnesses
- Wheelbases

B. GVWR, GAWR front and rear weight ratings as listed on the incomplete vehicle label affixed to the front cover of this document must not be exceeded.

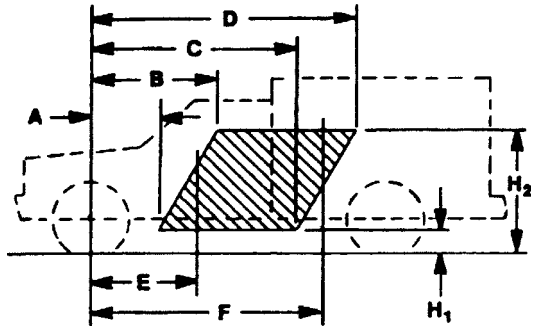
C. The center of gravity of the total vehicle falls within the areas referenced on the “ALLOWABLE CENTER OF GRAVITY CHART” that follows. Instructions for determining the allowable center of gravity variation are listed below:

These charts detail the envelope of allowable center of gravity variation for completed vehicles. This is significant for the lightly loaded portion of CMVSS 135 and FMVSS 135, which is defined as curb plus 181.4 kg (400 lb) distributed in the driver-passenger area of the vehicle.

The lightly loaded center of gravity complete vehicles needs to be restricted so it will meet CMVSS 135 and FMVSS 135 stopping distances. The laden center of gravity does not need to be specified as it is controlled within the CMVSS 135 and FMVSS 135 test procedure by specific instructions as to how ballast is to be placed (while height is not controlled, it is assumed that for test purposes it would be reasonable).

***(CMVSS 135 and FMVSS 135 – continued on next page)***

*(CMVSS 135 and FMVSS 135 – continued from previous page)*




**C/G of vehicle in CMVSS or FMVSS unladen condition [Curb + 181.4 kg. (400 lb)] must be inside shaded area – that is, the C/G must be within the trapezoid formed by the coordinates A, B, C, D, $H_1$, & $H_2$, plus the C/G must be to the rear of vertical line E and forward of vertical line F.**

For Body Builder's use, the center of gravity location can be approximated by the following formula:

$$d = \frac{[W_{rc} + W_{rb} + [(H_p)(W_p)/WB]]\ WB}{W_t}$$

$$h = \frac{[h_1 W_c + h_2 W_b + (h_3)(W_p)]}{W_t}$$

| | | |
|---|---|---|
| d | = | horizontal distance from front wheels to completed vehicle center of gravity cm (in) |
| h | = | vertical distance from ground to completed vehicle center of gravity cm (in) |
| $W_{rc}$ | = | rear component of bare chassis weight kg (lb) |
| $W_{rb}$ | = | rear component of body weight kg (lb) |
| WB | = | vehicle wheelbase cm (in) |
| $W_t$ | = | total weight of chassis and body kg (lbs) plus 181.4 kg (400 lb) |
| $h_1$ | = | center of gravity height from ground of the bare chassis = 71.1 cm (28 in) |
| $W_c$ | = | total weight of chassis kg (lb) |
| $h_2$ | = | center of gravity height of body from ground cm (in) |
| $W_b$ | = | total weight of body kg (lb) |
| $W_p$ | = | 181.4 kg (400 lb) amount from lightly loaded definition that is evenly distributed in driver-passenger area of vehicle |
| $H_p$ | = | 146.7 cm (57.76 in) horizontal distance from front axle to center of gravity of 181.4 kg (400 lb) evenly distributed in driver-passenger area of vehicle |
| $h_3$ | = | 94.8 cm (37.32 in) vertical center of gravity height of 181.4 kg (400 lb) evenly distributed in driver-passenger area for vehicles with 3500 kg (7716 lb) GVWR or less |

## CMVSS 135 and FMVSS 135 Allowable Center of Gravity Charts

| | | | | | Pickup Box Removal Vehicles | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Coordinates of Allowable C/G Variation at CMVSS/FMVSS Unladen Curb Wt. + 181.4 kg (400 lbs.) or 226.8 kg (500 lbs.) as defined by CMVSS & FMVSS 105 | | | | | | Forward C/G Limit | Rearward C/G Limit |
| Model | GVWR Kg (lb) | Brake System | Wheelbase cm (in) | Rear Wheel | $H_1$ cm (in) | $H_2$ cm (in) | A cm (in) | B cm (in) | C cm (in) | D cm (in) | E cm (in) | F cm (in) |
| C15903 | 2903 (6400) | JF7 | 337.82 (133) | SRW | 30.5 (12) | 121.9 (48) | 114.3 (45) | 152.4 (60) | 152.4 (60) | 221.0 (87) | 114.3 (45) | 221.0 (87) |
| C15753 | 2767 (6200) | JF7 | 364.49 (143.5) | SRW | 30.5 (12) | 121.9 (48) | 121.9 (48) | 157.5 (62) | 160.0 (63) | 228.6 (90) | 121.9 (48) | 228.6 (90) |
| K15903 | 2903 (6400) | JF7 | 337.82 (133) | SRW | 30.5 (12) | 121.9 (48) | 114.3 (45) | 152.4 (60) | 152.4 (60) | 221.0 (87) | 114.3 (45) | 221.0 (87) |
| K15753 | 2903 (6400) | JF7 | 364.49 (143.5) | SRW | 30.5 (12) | 121.9 (48) | 121.9 (48) | 154.9 (61) | 160.0 (63) | 228.6 (90) | 121.9 (48) | 228.6 (90) |

SRW = Single Rear Wheel
C/G = Center of Gravity

Brake Systems:
Vacuum Powered Boosters JF7

### *CMVSS 204 and FMVSS 204 – STEERING CONTROL REARWARD DISPLACEMENT*

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb) GVWR or less and an unloaded vehicle weight of 2495 kg (5,500 lb) or less (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 204 and FMVSS 204 providing the "Maximum Unloaded Vehicle Weight" (found in Table A) is not exceeded, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below that would affect the steering control system displacement in a 48 k.p.h. (30 m.p.h.) fixed barrier impact:

- Frame assembly and mounting system
- Front impact bar assembly and mounting system
- Hood and hinge assemblies
- Powertrain and powertrain mounting system
- Steering control system including related hardware
- Steering wheel, column, and shaft assembly
- Tires and wheels
- Vehicle/body front-end sheet metal components
- Vehicle/body front-end structural components
- Vehicle/body roof structure and components

**TYPE 3 The following statement is applicable to any type of incomplete vehicle contained in this document, 4536 kg (10,000 lb) GVWR or less, with any bumper delete option (unless otherwise noted on the cover.)**

Conformity with CMVSS 204 and FMVSS 204 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

### *CMVSS 208 and FMVSS 208 – OCCUPANT CRASH PROTECTION*

**TYPE 1 The following statement is applicable to all types of vehicles contained in this document (unless otherwise noted on the cover) having an unloaded vehicle weight of 2495 kg (5,500 lb) or less and a GVWR of 3856 kg (8,500 lb) or less (except for chassis cab models with KL6 or KL8 alternative fuels option), and built by General Motors with complete seats and seat belt assemblies. For vehicles GVWR of 3856 kg (8,500 lb) or less, the vehicle model number as shown on the label on the cover must be included on the final state manufacturer's certification label.**

A. The front seating positions provided by General Motors will conform to the requirements of CMVSS 208 and FMVSS 208, providing the "Maximum Unloaded Vehicle Weight" (found in Table A) is not exceeded, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spacial clearances of the Owner Manual instructions and components, assemblies or systems including but not limited to those listed below:

   1. The number, location or configuration of the designated seating positions; and
   2. The number, placement, installation or model number of the seat belt assemblies provided; and

*(CMVSS 208 and FMVSS 208 — continued on next page)*

*(CMVSS 208 and FMVSS 208 — continued from previous page)*

3. The instrument panel or its mounting, the steering column/shaft or its mounting, the knee bolster or its mounting, the steering wheel, horn pad, driver air bag module or its mounting and covering, passenger air bag module or its mounting or covering (if equipped), air bag crash sensors. Note: For the "Passenger Sensing System" (if equipped), modifying or putting a padded cover on the passenger seat can affect the performance of this system.
4. Sensor Diagnostic Module (SDM), and all air bag system wiring. Do not relocate or move the SDM, or air bag crash sensors. Do not obstruct the path of air bag deployment. Do not mount any components that produce more than a 20 Gauss magnetic field as measured at the SDM. Speakers/*magnets* must be located at least 12.7 cm (5 in) from the SDM. You must disconnect the SDM before doing any welding on the vehicle, otherwise do not disconnect the SDM. **Caution: To help avoid Personal Injury due to unwanted air bag inflation, observe the following precautions!** Do not weld, solder, braze, hammer, machine, drill, heat, electrical splice, add onto, remove, relocate, test, paint, loosen or in any way alter air bag components or wiring or fuses. Carpet may be put over the SDM if an appropriate moisture barrier (such as rubber matted backing) is supplied. When performing any operation around air bag components or wiring including but not limited to any operations around the instrument panel, electrical wiring and fuse block, steering column/wheel, and the engine compartment you must disable the air bag system prior to the operation. If the vehicle is equipped with an SDM, you must disable the air bag system prior to installing intermediate or final stage manufacturer components. *Note: Striking or dropping a powered SDM may cause air bag deployment.* The air bag system must be enabled after operation completion. This must be verified before shipping the vehicle. Instructions for disabling and enabling the air bag system can be found in the GM service manual. **Note: All connectors that have wiring routed between the SDM and an air bag inflator module have yellow connectors.**
5. If the sunshade is removed or altered, or if the intermediate or final stage manufacturer installs the sunshade, a new Inflatable Restraints System Caution label must be installed per CMVSS 208 and FMVSS 208 requirements. In order to be in compliance with CMVSS 208 and FMVSS 208 no other label shall be installed on the same side of the sunvisor as the Air Bag Caution label. The instrument panel temporary label must not be removed.
6. The vehicle frame, front bumper system, front sheet metal or other front structure, roof structure, doors, floor pan, dash panel, cowl structure, driveline or contents of the engine compartment by any incomplete or final state manufacturer which would result in any difference from the modified vehicle's deceleration if the modified vehicle were to be subjected to barrier impact tests conducted per CMVSS 208 and FMVSS 208.

B. The rear seating positions by General Motors will conform to CMVSS 208 and FMVSS 208 providing no alterations are made to the number, location or configuration of the designated seats/seating positions or to the number, placement, installation or model number of the seat belt assemblies of this incomplete vehicle.

C. Intermediate or final stage manufacturers are advised that mounting hardware ahead of the bumper/radiator, such as, but not limited to, plows, winches, brush guards, etc., may affect air bag sensing and resultant performance.

*(CMVSS 208 and FMVSS 208 — continued on next page)*

*(CMVSS 208 and FMVSS 208 — continued from previous page)*

**TYPE 1 The following statement is applicable to all types of vehicles contained in this document (unless otherwise noted on the cover) having either an unloaded vehicle weight greater than 2495 kg (5,500 lb) or a GVWR greater than 3856 kg (8,500 lb), and built by General Motors with complete seats and seat belt assemblies.**

This incomplete vehicle, when completed, will conform to CMVSS 204 and FMVSS 204 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

- Owner Manual instructions
- Seat anchorages
- Seat assemblies
- Seat belt anchorages
- Seat belt assemblies
- Seat belt warning system

For vehicles equipped with an optional Inflatable Restraint System, refer to additional information in the TYPE 1 statement immediately preceding.

**TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to second- or third-row seats installed by the intermediate or final state manufacturer, and all chassis cab models with a GVWR of 3856 kg (8,500 lb) or less with options KL6 or KL8 alternative fuel (unless otherwise noted on the cover).**

Conformity with CMVSS 208 and FMVSS 208 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

***CMVSS 212 and FMVSS 212 – WINDSHIELD MOUNTING***

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover) with a 4536 kg (10,000 lb) GVWR or less, when completed will conform to CMVSS 212 and FMVSS 212 if:**

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

Air bag crash sensors
Air bag system including covers and module
Air bag system wiring harnesses, connectors, and fuses/relays
Dash panel and cowl assembly
Doors and hinge assemblies
Frame assembly and mounting system
Front impact bar assembly and mounting system
Hood and hinge assemblies
Powertrain and powertrain mounting system
Seat anchorages
Seat assemblies
Seat belt anchorages
Seat belt assemblies
Sensor Diagnostic Module (SDM) and retainers/brackets
Steering control system including related hardware
Steering wheel, column, and shaft assembly
Sun visor assemblies
Vehicle/body front sheet metal – components/reinforcements
Vehicle/body front structural – components/reinforcements
Vehicle/body roof structure and components
Windshield and windshield mounting system
Windshield frame/frame reinforcement

B. The body and/or equipment installed must not exceed the completed vehicle's unloaded vehicle weight, maximum body weight, maximum center of gravity height, and maximum body height required values specified Table A.

C. The clearance between the rear most part of the cab and the front of the body is not less than the minimum cab to body clearance specified in Table A.

D. The minimum vertical clearance between the cab roof and any portion of the installed body or accessories that extends over the cab roof must not be less than 20 cm (8 in).

E. During a 48 k.p.h. (30 m.p.h.) frontal barrier impact test, no component installed by any intermediate or final state manufacturer shall move forward from its permanently mounted position.

### *CMVSS 219 and FMVSS 219 – WINDSHIELD ZONE INTRUSION*

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document a 4536 kg (10,000 lb) GVWR or less, but not applicable to walk-in vans, motor homes, tow-trucks, ambulance, or other emergency/rescue/ medical vehicles equipped for wheelchairs (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 219 and FMVSS 219 providing:

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

| | |
|---|---|
| Antennae | Hood assembly |
| Body roof structure and components/reinforcements | Hood mounts |
| Body sheet metal components/reinforcements | Motor compartment structure and components |
| Body structural components/reinforcements | Windshield wiper |
| Dash panel and cowl structure | Windshield wiper motor |

B. The vehicle does not exceed the unloaded vehicle weight specified in Table A.

C. During a 48 k.p.h. (30 m.p.h.) frontal barrier impact test:

1. No component installed by any intermediate or final stage manufacturer shall prevent the hood from folding differently than its designed folding pattern; and
2. No component installed by any intermediate or final stage manufacturer shall penetrate the windshield or protected zone.

### *CMVSS 301 and FMVSS 301 – FUEL SYSTEM INTEGRITY MPV'S, TRUCKS AND BUSES*

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document 4536 kg (10,000 lb) GVWR or less with any Incomplete Option (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to CMVSS 301 and FMVSS 301 providing it is completed in accordance with the following specific conditions by the (intermediate and) final stage manufacturer:

A. The following items when installed by General Motors will conform providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including but not limited to those listed below:

| | |
|---|---|
| Fuel filler door assembly | Fuel tank filler neck/pipe assembly |
| Fuel filter | Fuel tank filler neck/pipe fasteners |
| Fuel hose shields | Fuel tank filler neck/pipe hose clamp/clamp assembly |
| Fuel pipes and hose assemblies | Fuel tank filler neck/pipe housing assembly |

***(CMVSS 301 and FMVSS 301 — continued on next page)***

*(CMVSS 301 and FMVSS 301 — continued from previous page)*

Fuel system
Fuel system attaching or protective structure
Fuel system fasteners and retainers
Fuel tank assembly
Fuel tank cap assembly
Fuel tank filler neck hose
Fuel tank filler neck/pipe plate
Fuel tank filler neck/pipe vent hose
Fuel tank filler neck/pipe vent hose clamp/strap
Fuel tank meter assembly
Fuel tank shields
Fuel vapor lines and cannister assembly

B. This incomplete vehicle, when completed, will conform to CMVSS 301 and FMVSS 301 Fuel System Integrity if:

1. No alterations are made to the fuel system and attaching or protective structure, the body structure, the chassis structure, the tires and wheels.
2. The unloaded vehicle weight of the completed vehicle does not exceed the weight listed in Table A.
3. The intermediate or final stage manufacturer completes the fuel filler neck installation where applicable according to the instructions provided.
4. During all barrier impact tests:
   a. No component installed by any intermediate or final stage manufacturer impinges or causes distortion to the fuel system with sufficient energy to puncture or separate the fuel system.
   b. No vehicle modification by any intermediate or final stage manufacturer results in any portion of the vehicle impinging upon or causing distortion to the fuel system with sufficient energy to puncture or separate the fuel system. Care should be taken that the structural integrity of the vehicle is restored following any modification of the structure.
   c. Any body installed by an intermediate or final stage manufacturer is mounted securely to absorb loads and prevent movement relative to the frame which could cause any fuel system component to be punctured, separated or otherwise damaged when tested to applicable procedures of CMVSS 301 or FMVSS 301.

## C/K Pickup Box Removal Program – TABLE A

| Models<br>kg (lb)<br>cm (in) | General<br>Body<br>Types | Maximum Body<br>Center of Gravity<br>Height cm (in) | Maximum<br>Body Height<br>cm (in) | Minimum Cab to<br>Body Clearance<br>cm (in) | Maximum Unloaded<br>Vehicle (Curb) Weight<br>kg (lb) | Maximum<br>Body Weight<br>kg (lb) |
|---|---|---|---|---|---|---|
| C15753 – Extended Cab<br>2812 kg (6,200 lb) GVWR,<br>364.5 cm (143.5 in) WB,<br>107.5 cm (42.3 in) Fleetside CA,<br>108.0 cm (42.5 in) Stepside CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 2492 kg<br>(5,495 lb) | 499 kg<br>(1,100 lb) |
| K15753 – Extended Cab<br>2903 kg (6,400 lb) GVWR,<br>364.5 cm (143.5 in) WB,<br>107.5 cm (42.3 in) Fleetside CA,<br>108.0 cm (42.5 in) Stepside CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 2605 kg<br>(5,744 lb) | 499 kg<br>(1,100 lb) |
| C25753 HD – Extended Cab<br>4173 kg (9,200 lb) GVWR,<br>364.5 cm (143.5 in) WB,<br>107.5 cm (42.3 in) Fleetside CA,<br>108.0 cm (42.5 in) Stepside CA | Low Service<br><br>High Service | 35.6 cm (14.0 in)<br>above the frame<br><br>51.6 cm (20.3 in)<br>above the frame | Under<br>157.5 cm (62.0 in)<br><br>157.5 cm (62.0 in)<br>and over | 7.6 cm<br>(3.0 in) | 3255 kg<br>(7,175 lb)<br><br>3481 kg<br>(7,675 lb) | 590 kg<br>(1,300 lb)<br><br>816 kg<br>(1,800 lb) |
| K25753 HD – Extended Cab<br>4173 kg (9,200 lb) GVWR,<br>364.5 cm (143.5 in) WB,<br>107.5 cm (42.3 in) Fleetside CA,<br>108.0 cm (42.5 in) Stepside CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3350 kg<br>(7,385 lb) | 590 kg<br>(1,300 lb) |
| C15743 HD – Crew Cab<br>3901 kg (8,600 lb) GVWR,<br>388.7 cm (153.0 in) WB,<br>106.7 cm (42.0 in) CA | Low Service<br><br>High Service | 35.6 cm (14.0 in)<br>above the frame<br><br>51.6 cm (20.3 in)<br>above the frame | Under<br>157.5 cm (62.0 in)<br><br>157.5 cm (62.0 in)<br>and over | 7.6 cm<br>(3.0 in) | 3162 kg<br>(6,970 lb)<br><br>3388 kg<br>(7,470 lb) | 590 kg<br>(1,300 lb)<br><br>816 kg<br>(1,800 lb) |

**NOTES:** • The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, and/or GVWR, should not be exceeded. If any of these restrictions are exceeded, recertification by the final stage manufacturer will be required. • The Maximum Body Weight equals the Maximum Unloaded Vehicle (Curb) Weight minus the, as manufactured by GM, incomplete vehicle (curb) weight. The actual vehicle (curb) weight must be determined by weighing the vehicle with full fuel and fluids, but without passengers or cargo. The Maximum Body Weight, in Table A, is based on the highest possible, as manufactured by GM, incomplete vehicle (curb) weight. If the actual, as manufactured by GM, incomplete vehicle (curb) weight is determined by weighing the vehicle, it may be permissible to exceed the Maximum Body Weight, as stated in Table A, providing the Maximum Unloaded Vehicle (Curb) Weight, as stated in Table A, is not exceeded when completed by the final stage manufacturer. • Also see the Vehicle Emission Control Information, Engine Exhaust Emission Control Information or Important Engine Information Label in the vehicle engine compartment for maximum completed vehicle curb weight, GVWR, and frontal area restrictions, if applicable. • Note: WB refers to wheelbase; GVWR refers to Gross Vehicle Weight Rating.

## C/K Pickup Box Removal Program – TABLE A (Continued)

| Models<br>kg (lb)<br>cm (in) | General Body Types | Maximum Body Center of Gravity Height cm (in) | Maximum Body Height cm (in) | Minimum Cab to Body Clearance cm (in) | Maximum Unloaded Vehicle (Curb) Weight kg (lb) | Maximum Body Weight kg (lb) |
|---|---|---|---|---|---|---|
| K15743 HD – Crew Cab<br>3901 kg (8,600 lb) GVWR,<br>388.7 cm (153.0 in) WB,<br>106.7 cm (42.0 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3309 kg<br>(7,295 lb) | 590 kg<br>(1,300 lb) |
| C25743 HD – Crew Cab<br>4173 kg (9,200 lb) GVWR,<br>388.7 cm (153.0 in) WB,<br>106.7 cm (42.0 in) CA | Low Service<br><br>High Service | 35.6 cm (14.0 in)<br>above the frame<br><br>51.6 cm (20.3 in)<br>above the frame | Under<br>157.5 cm (62.0 in)<br><br>157.5 cm (62.0 in)<br>and over | 7.6 cm<br>(3.0 in) | 3378 kg<br>(7,448 lb)<br><br>3605 kg<br>(7,948 lb) | 590 kg<br>(1,300 lb)<br><br>816 kg<br>(1,800 lb) |
| K25743 HD – Crew Cab<br>4173 kg (9,200 lb) GVWR,<br>388.7 cm (153.0 in) WB,<br>106.7 cm (42.0 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3526 kg<br>(7,773 lb) | 590 kg<br>(1,300 lb) |
| C15903 – Regular Cab<br>2903 kg (6,400 lb) GVWR,<br>337.8 cm (133.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 2424 kg<br>(5,343 lb) | 499 kg<br>(1,100 lb) |
| K15903 – Regular Cab<br>2903 kg (6,400 lb) GVWR,<br>337.8 cm (133.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 2567 kg<br>(5,660 lb) | 499 kg<br>(1,100 lb) |

**NOTES:** • The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, and/or GVWR, should not be exceeded. If any of these restrictions are exceeded, recertification by the final stage manufacturer will be required. • The Maximum Body Weight equals the Maximum Unloaded Vehicle (Curb) Weight minus the, as manufactured by GM, incomplete vehicle (curb) weight. The actual vehicle (curb) weight must be determined by weighing the vehicle with full fuel and fluids, but without passengers or cargo. The Maximum Body Weight, in Table A, is based on the highest possible, as manufactured by GM, incomplete vehicle (curb) weight. If the actual, as manufactured by GM, incomplete vehicle (curb) weight is determined by weighing the vehicle, it may be permissible to exceed the Maximum Body Weight, as stated in Table A, providing the Maximum Unloaded Vehicle (Curb) Weight, as stated in Table A, is not exceeded when completed by the final stage manufacturer. • Also see the Vehicle Emission Control Information, Engine Exhaust Emission Control Information or Important Engine Information Label in the vehicle engine compartment for maximum completed vehicle curb weight, GVWR, and frontal area restrictions, if applicable. • Note: WB refers to wheelbase; GVWR refers to Gross Vehicle Weight Rating.

## C/K Pickup Box Removal Program – TABLE A (Continued)

| Models<br>kg (lb)<br>cm (in) | General<br>Body<br>Types | Maximum Body<br>Center of Gravity<br>Height cm (in) | Maximum<br>Body Height<br>cm (in) | Minimum Cab to<br>Body Clearance<br>cm (in) | Maximum Unloaded<br>Vehicle (Curb) Weight<br>kg (lb) | Maximum<br>Body Weight<br>kg (lb) |
|---|---|---|---|---|---|---|
| C25903 HD – Regular Cab<br>4173 kg (9,200 lb) GVWR,<br>337.8 cm (133.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service<br><br>High Service | 35.6 cm (14.0 in)<br>above the frame<br><br>51.6 cm (20.3 in)<br>above the frame | Under<br>157.5 cm (62.0 in)<br><br>157.5 cm (62.0 in)<br>and over | 7.6 cm<br>(3.0 in) | 3299 kg<br>(7,272 lb)<br><br>3707 kg<br>(8,172 lb) | 771 kg<br>(1,700 lb)<br><br>1179 kg<br>(2,600 lb) |
| K25903 HD – Regular Cab<br>4173 kg (9,200 lb) GVWR,<br>337.8 cm (133.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3426 kg<br>(7,552 lb) | 771 kg<br>(1,700 lb) |
| K35903 – Regular Cab<br>4491 kg (9,900 lb) GVWR,<br>337.8 cm (133.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3534 kg<br>(7,791 lb) | 771 kg<br>(1,700 lb) |
| C25953 HD – Extended Cab<br>4173 kg (9,200 lb) GVWR,<br>400.0 cm (157.5 in) WB,<br>142.0 cm (55.9 in) CA | Low Service<br><br>High Service | 35.6 cm (14.0 in)<br>above the frame<br><br>51.6 cm (20.3 in)<br>above the frame | Under<br>157.5 cm (62.0 in)<br><br>157.5 cm (62.0 in)<br>and over | 7.6 cm<br>(3.0 in) | 3491 kg<br>(7,696 lb)<br><br>3875 kg<br>(8,544 lb) | 771 kg<br>(1,700 lb)<br><br>1179 kg<br>(2,600 lb) |
| K25953 HD – Extended Cab<br>4491 kg (9,900 lb) GVWR,<br>400.0 cm (157.5 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3593 kg<br>(7,921 lb) | 771 kg<br>(1,700 lb) |

**NOTES:** • The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, and/or GVWR, should not be exceeded. If any of these restrictions are exceeded, recertification by the final stage manufacturer will be required. • The Maximum Body Weight equals the Maximum Unloaded Vehicle (Curb) Weight minus the, as manufactured by GM, incomplete vehicle (curb) weight. The actual vehicle (curb) weight must be determined by weighing the vehicle with full fuel and fluids, but without passengers or cargo. The Maximum Body Weight, in Table A, is based on the highest possible, as manufactured by GM, incomplete vehicle (curb) weight. If the actual, as manufactured by GM, incomplete vehicle (curb) weight is determined by weighing the vehicle, it may be permissible to exceed the Maximum Body Weight, as stated in Table A, providing the Maximum Unloaded Vehicle (Curb) Weight, as stated in Table A, is not exceeded when completed by the final stage manufacturer. • Also see the Vehicle Emission Control Information, Engine Exhaust Emission Control Information or Important Engine Information Label in the vehicle engine compartment for maximum completed vehicle curb weight, GVWR, and frontal area restrictions, if applicable. • Note: WB refers to wheelbase; GVWR refers to Gross Vehicle Weight Rating.

## C/K Pickup Box Removal Program – TABLE A (Continued)

| Models<br>kg (lb)<br>cm (in) | General<br>Body<br>Types | Maximum Body<br>Center of Gravity<br>Height cm (in) | Maximum<br>Body Height<br>cm (in) | Minimum Cab to<br>Body Clearance<br>cm (in) | Maximum Unloaded<br>Vehicle (Curb) Weight<br>kg (lb) | Maximum<br>Body Weight<br>kg (lb) |
|---|---|---|---|---|---|---|
| K35953 – Extended Cab<br>4491 kg (9,900 lb) GVWR,<br>400.0 cm (157.5 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3719 kg<br>(8,199 lb) | 771 kg<br>(1,700 lb) |
| C25943 HD – Crew Cab<br>4173 kg (9,200 lb) GVWR,<br>424.2 cm (167.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service<br><br>High Service | 35.6 cm (14.0 in)<br>above the frame<br><br>51.6 cm (20.3 in)<br>above the frame | Under<br>157.5 cm (62.0 in)<br><br>157.5 cm (62.0 in)<br>and over | 7.6 cm<br>(3.0 in) | 3610 kg<br>(7,959 lb)<br><br>3875 kg<br>(8,544 lb) | 771 kg<br>(1,700 lb)<br><br>1179 kg<br>(2,600 lb) |
| K25943 HD – Crew Cab<br>4173 kg (9,200 lb) GVWR,<br>424.2 cm (167.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3764 kg<br>(8,298 lb) | 771 kg<br>(1,700 lb) |
| K35943 – Crew Cab<br>4173 kg (9,200 lb) GVWR,<br>424.2 cm (167.0 in) WB,<br>142.0 cm (55.9 in) CA | Low Service | 35.6 cm<br>(14.0 in)<br>above the frame | Under<br>157.5 cm<br>(62.0 in) | 7.6 cm<br>(3.0 in) | 3804 kg<br>(8,387 lb) | 771 kg<br>(1,700 lb) |

**NOTES:** • The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, and/or GVWR, should not be exceeded. If any of these restrictions are exceeded, recertification by the final stage manufacturer will be required. • The Maximum Body Weight equals the Maximum Unloaded Vehicle (Curb) Weight minus the, as manufactured by GM, incomplete vehicle (curb) weight. The actual vehicle (curb) weight must be determined by weighing the vehicle with full fuel and fluids, but without passengers or cargo. The Maximum Body Weight, in Table A, is based on the highest possible, as manufactured by GM, incomplete vehicle (curb) weight. If the actual, as manufactured by GM, incomplete vehicle (curb) weight is determined by weighing the vehicle, it may be permissible to exceed the Maximum Body Weight, as stated in Table A, providing the Maximum Unloaded Vehicle (Curb) Weight, as stated in Table A, is not exceeded when completed by the final stage manufacturer. • Also see the Vehicle Emission Control Information, Engine Exhaust Emission Control Information or Important Engine Information Label in the vehicle engine compartment for maximum completed vehicle curb weight, GVWR, and frontal area restrictions, if applicable. • Note: WB refers to wheelbase; GVWR refers to Gross Vehicle Weight Rating.

# U.S. EPA, California, and Canadian Exhaust and Evaporative Emission Requirements and EPA Fuel Economy Regulations

Incomplete vehicles come in three major classifications: (1) Light Duty trucks (Light and Medium Duty in California) are certified by the primary manufacturer and the vehicle is labeled as being in compliance with emission and fuel economy requirements. (2) Heavy Duty Vehicles are required to have an engine certified by the engine manufacturer and the engine is labeled as being in compliance with emission requirements. (3) Light Duty Vehicles certified and labeled by the final stage manufacturer as being in compliance with emission and fuel economy requirements.

In addition, all gasoline-powered Federal/California Light Duty, Medium Duty and Heavy Duty Vehicles are required to have an approved fuel evaporative emission control system. Vehicles certified to Heavy Duty emission standards also require special evaporative emission labeling. In order to assure that Environmental Protection Agency (EPA), National Highway Traffic Safety Administration (NHTSA), California and Canada Emission Certification and/or Fuel Economy regulations are met, this vehicle must be completed in strict accordance with all instructions contained in this manual, especially the following instructions which relate to:

**EMISSION RELATED COMPONENTS**

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

A. This vehicle, when completed, will conform to U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST AND EVAPORATIVE EMISSION REQUIREMENTS AND EPA FUEL ECONOMY REGULATIONS providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems including bot not limited to those listed below (if equipped), and installed by General Motors:

Air Injection Reaction (AIR) System
Axle
Brake system
Catalytic converter
Components for AWD system (axle, propshaft, PTU)
Coolant temperature sensor
Crankcase emission control system
Diesel fuel injection components/controls
EGR system
Engine assembly
Engine electronics (ecm/pcm/vcm)
Engine fan and drive
Engine speed sensor
Evaporative emission control system
Exhaust emission control system
Exhaust oxygen sensors
Exhaust system
Fuel injection system
Fuel system
Ignition system
Intake system – Air Induction System (i.e. Air filter, Mass Air Flow (MAF) sensor, ducts)
Oxygen sensor
Positive Crankcase Ventilation System (PCV)
Tires and wheels
Transaxle/transmission assembly
Turbocharger and associated equipment/controls

***(Continued on next page)***

C. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.

NOTE: All Federal/California gasoline powered heavy duty vehicles (except those equipped with option NJ2 – Temporary Fuel Tank) will have an evaporative emission control system that is certified for a fuel tank capacity not to exceed the amount shown on the Vehicle Emission Control Information Label located on the fan shroud (C/K 1500/2500/3500). Intermediate or Final State Manufacturers wishing to add fuel tank capacity beyond the original equipment fuel tank capacity must contact California Air Resources Board and/or submit a written statement to the EPA Administrator that the Hydrocarbon Storage System has been upgraded according to the requirements of 40 CFR 86.088-35 (g) (2).

Vehicles equipped with option NJ2 – Temporary Fuel Tank do not have an evaporative emission control system.

## LABELS

**TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).**

This incomplete vehicle, when completed, will conform to U.S EPA, CALIFORNIA, AND CANADIAN EXHAUST AND EVAPORATIVE EMISSION REQUIREMENTS AND EPA FUEL ECONOMY REGULATION labeling requirements providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the Emission Control related Information Labels that are permanently affixed. The labels are required by government regulation and must not be obstructed from view or defaced so as to impair their visibility or legibility.

## Pickup Box Removal Fuel Fill System Modifications for Gasoline Vehicles

Certain guidelines must be adhered to in modifying the fuel fill and vent system to ensure that the completed product meets the manufacturer's requirements.

1 . The fuel fill and vent system must be installed such that there is adequate clearance between the fuel fill vent system and the tires under all operating conditions. Body attachment brackets must also be located such that there is adequate clearance to all fuel system components, such as the fuel lines and the fuel level sending unit, under all operating conditions.

2. The fuel fill/vent pipe system available from the dealer includes a number of additional hose retaining beads. The pipe can be trimmed at the hose retaining beads to adjust for the various chassis lengths and body widths. The pipes must be trimmed only at locations where a hose retaining bead is present. A hose retaining bead must be present at each pipe to hose interface in a modified fuel fill and vent system. Pipe ends must be free of burrs which may be detrimental to satisfactory assembly and/or function.

3. A minimum of 8.0 inches of fill hose must be maintained between the filler neck and the fuel tank as measured in an outboard direction from the tank surface (at the fill hose nipple) to the outlet end of the filler neck.

4. Both the fill and the vent hoses must be routed (and supported, if needed) such that there are no sags or kinks. Excess hose length may be removed as required provided hose does not kink. As viewed from the filler neck, pipes and hoses must have a downward slope toward the tank. There should be a minimum of 4° of downward slope in the fill and vent pipes at any location.

5. The fuel fill and vent system should be restrained in the upfit vehicle. This is necessary to avoid chaffing, fretting, rubbing, etc. which may cause wear to the pipes or hoses.

6. Fuel fill hose clamps are to be tightened to 22 lb.-in. torque.

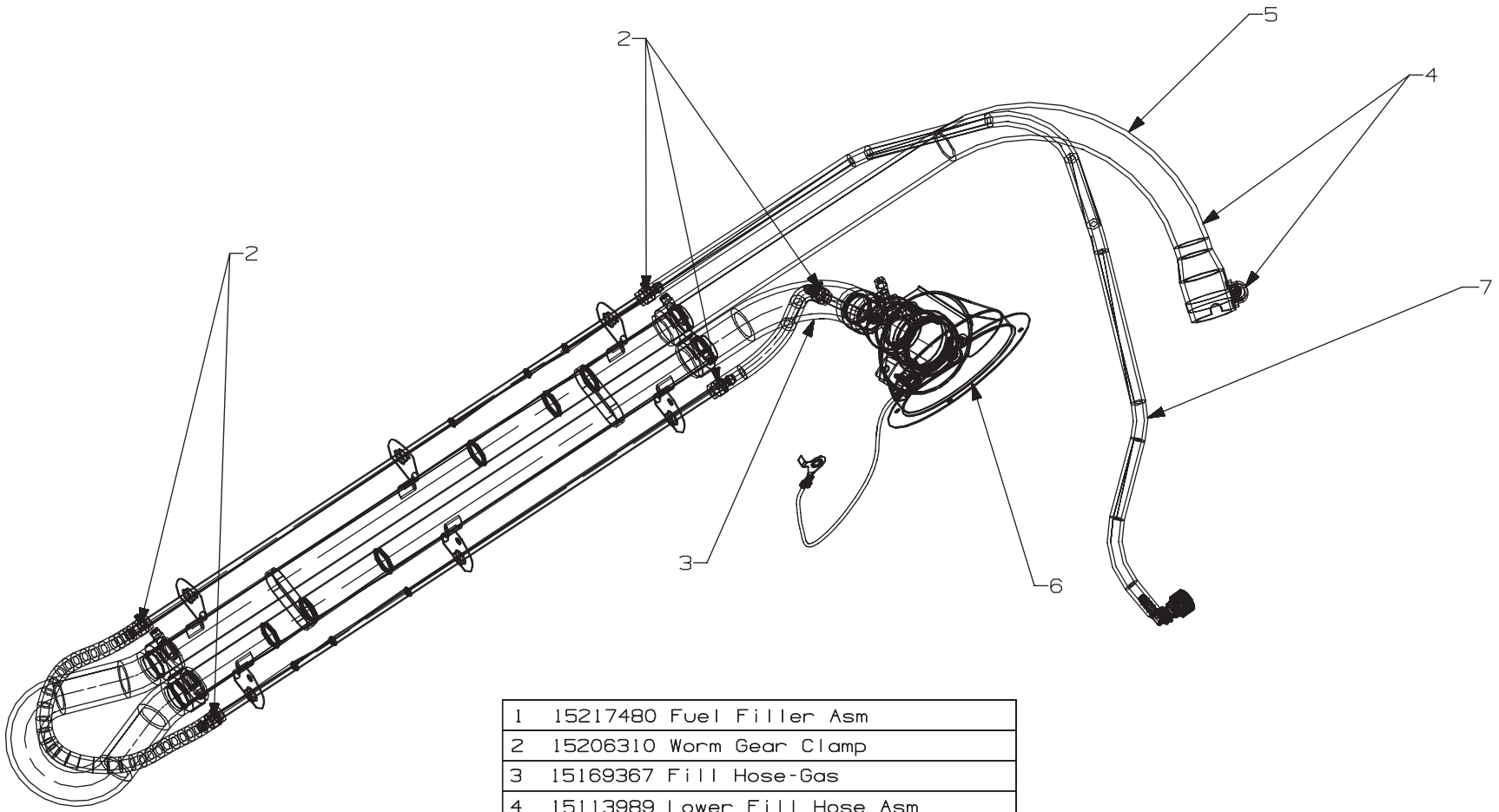
7. Fuel vent hose clamps are to be tightened to 16 lb.-in. torque.

8. Route the rear axle vent hose using the clips on the frame and the bracket on the fuel filler neck assembly.

The parts required to replace the existing fuel fill system (ZW9 for the C/K Pickup) are:

– Pipe Assembly – Fuel Tank / Filler Part Numbers:
15217480 (Gas 2005 & 2006);
15217489 (Diesel 2005 & 2006)

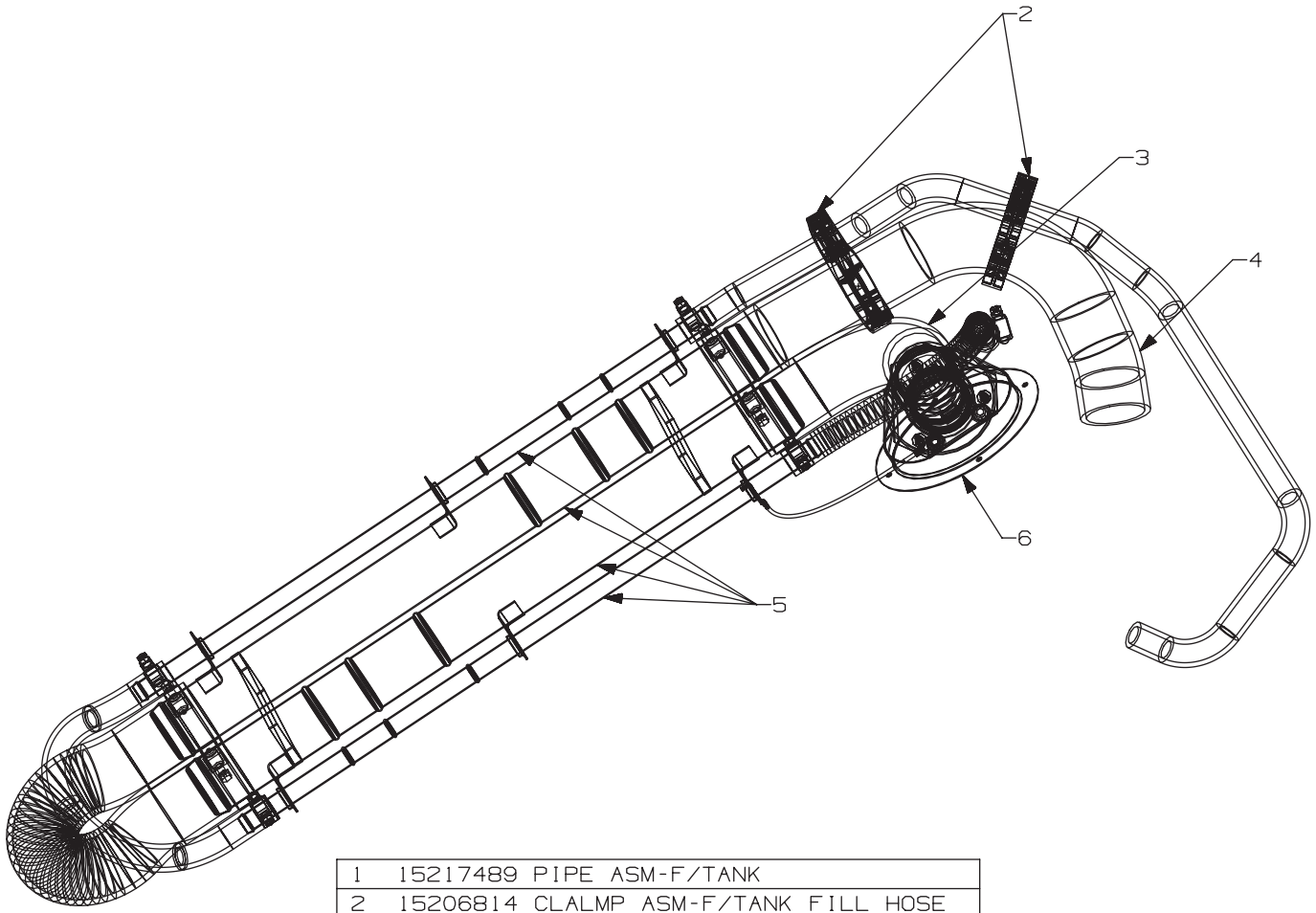
## Fuel Tank Filler Neck Assembly (Gas – 15217480)




| | |
|---|---|
| 1 | 15217480 Fuel Filler Asm |
| 2 | 15206310 Worm Gear Clamp |
| 3 | 15169367 Fill Hose-Gas |
| 4 | 15113989 Lower Fill Hose Asm |
| 5 | 15169365 Hose-Fuel Fill Gas |
| 6 | 15629096 Housing-F/Tank Filler Pipe |
| 7 | 10377469 Vent Hose Asm. |
| 8 | 15090388 Clip F/Tank Fill Pipe |

GMT 800 2005 (GAS) FUEL FILLER ASM

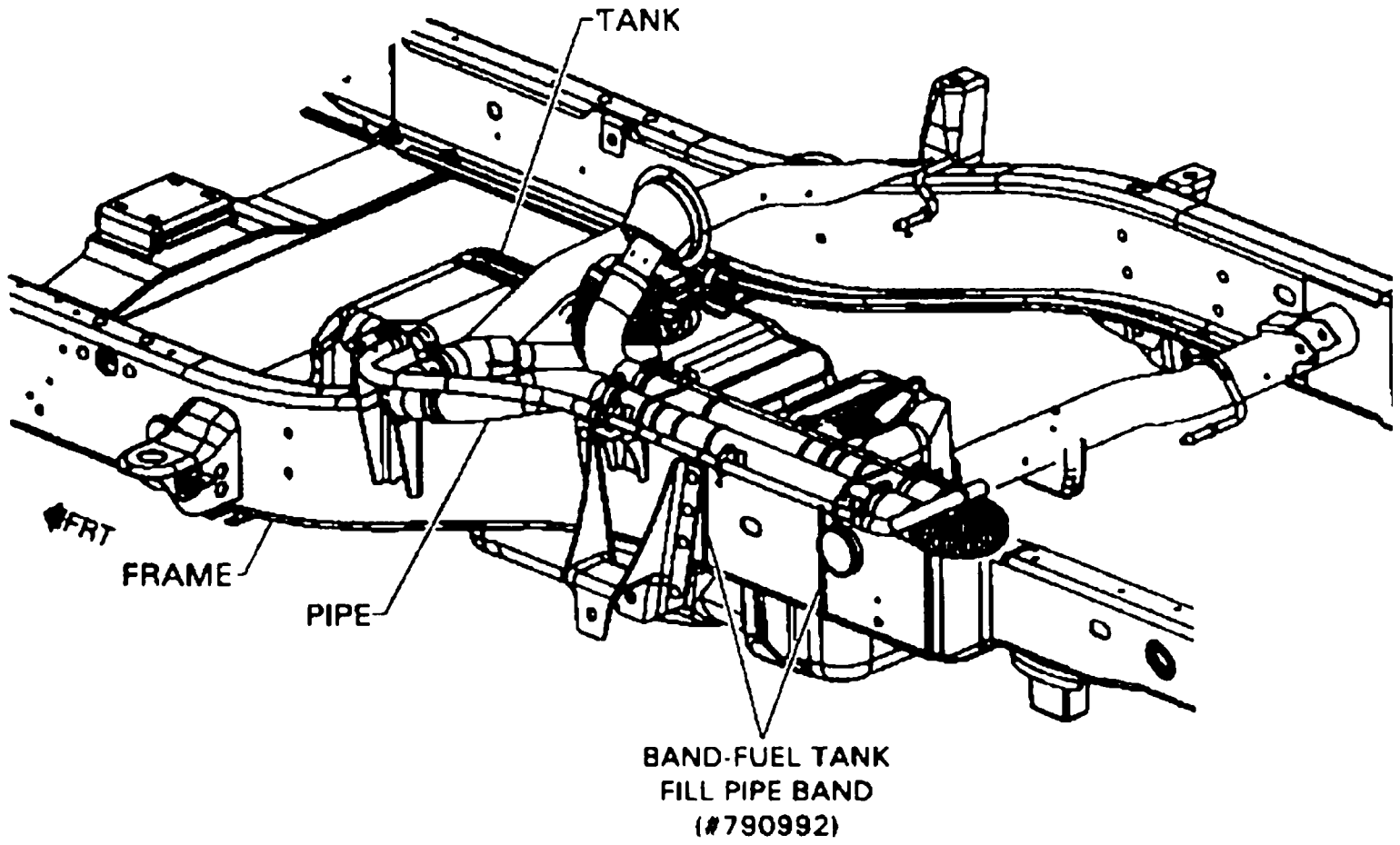
## Fuel Tank Filler Neck Assembly (Diesel – 15217489)




| | | |
|---|---|---|
| 1 | 15217489 | PIPE ASM-F/TANK |
| 2 | 15206814 | CLALMP ASM-F/TANK FILL HOSE |
| 3 | 15008139 | HOSE-F/TANK FILL |
| 4 | 15113973 | HOSE-F/TANK FILL |
| 5 | 15150199 | PIPE ASM-F/TANK FILL |
| 6 | 15629096 | HOUSING-F/TANK FILL PIPE |

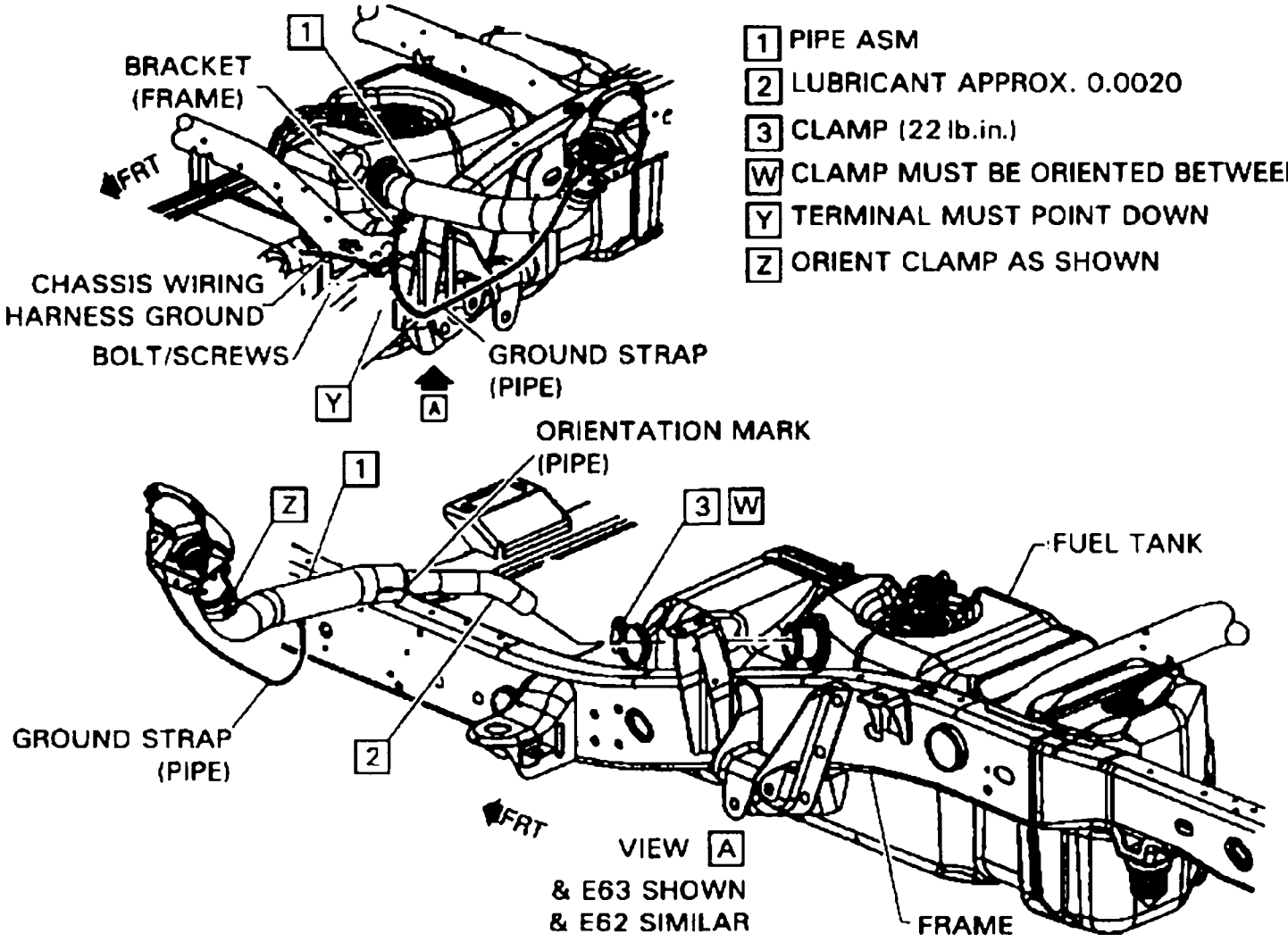
GMT 800 2005 (DIESEL) FUEL FILLER ASM

## *Fuel Filler Pipe Assembly to Frame – Chassis Cab (ZW9) Trucks*



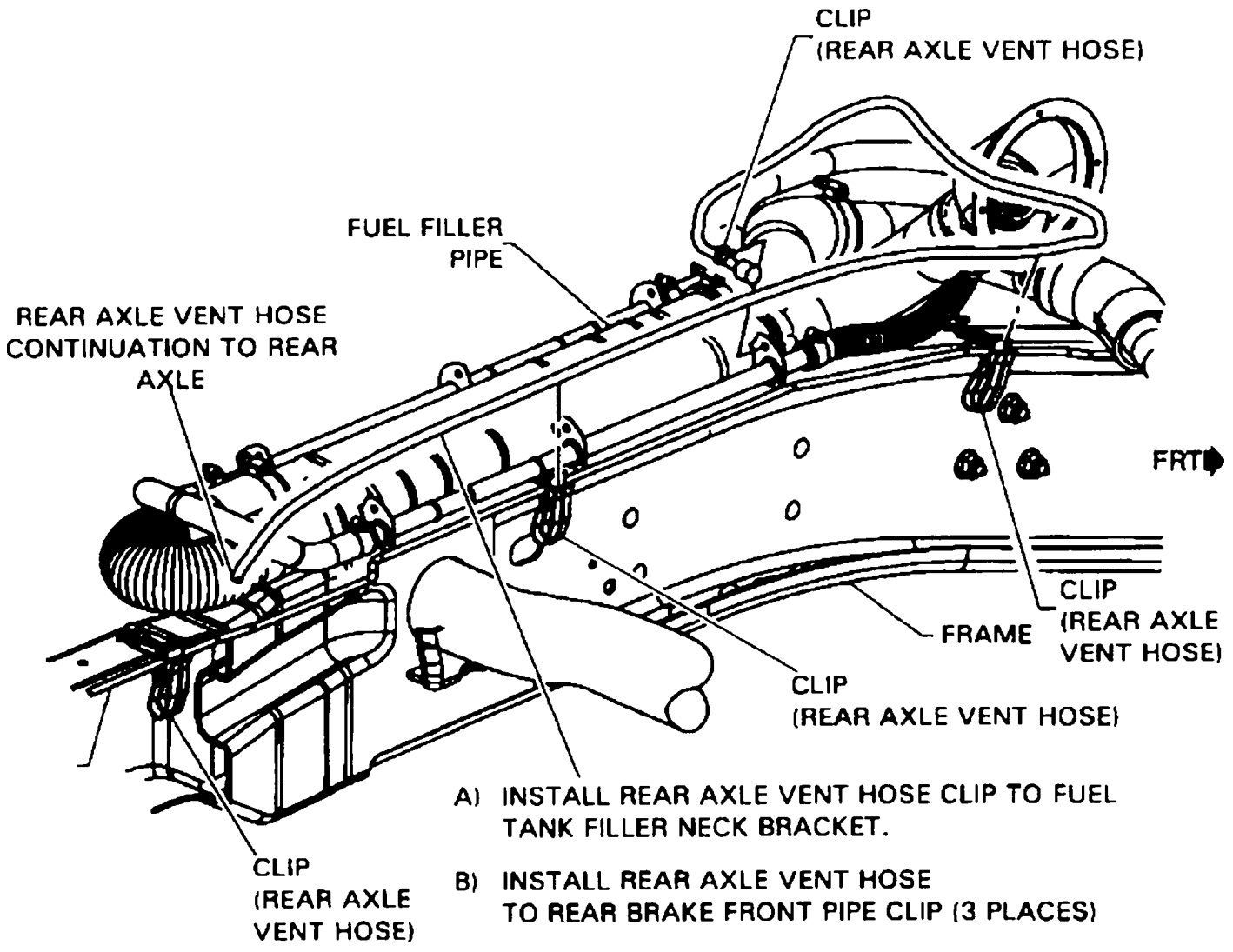

INSTALL FUEL FILL PIPE TO
LH FRAME RAIL WITH (Z) STRAP

## Fuel Filler Pipe Assembly to Frame – Pickups Without (ZW9)

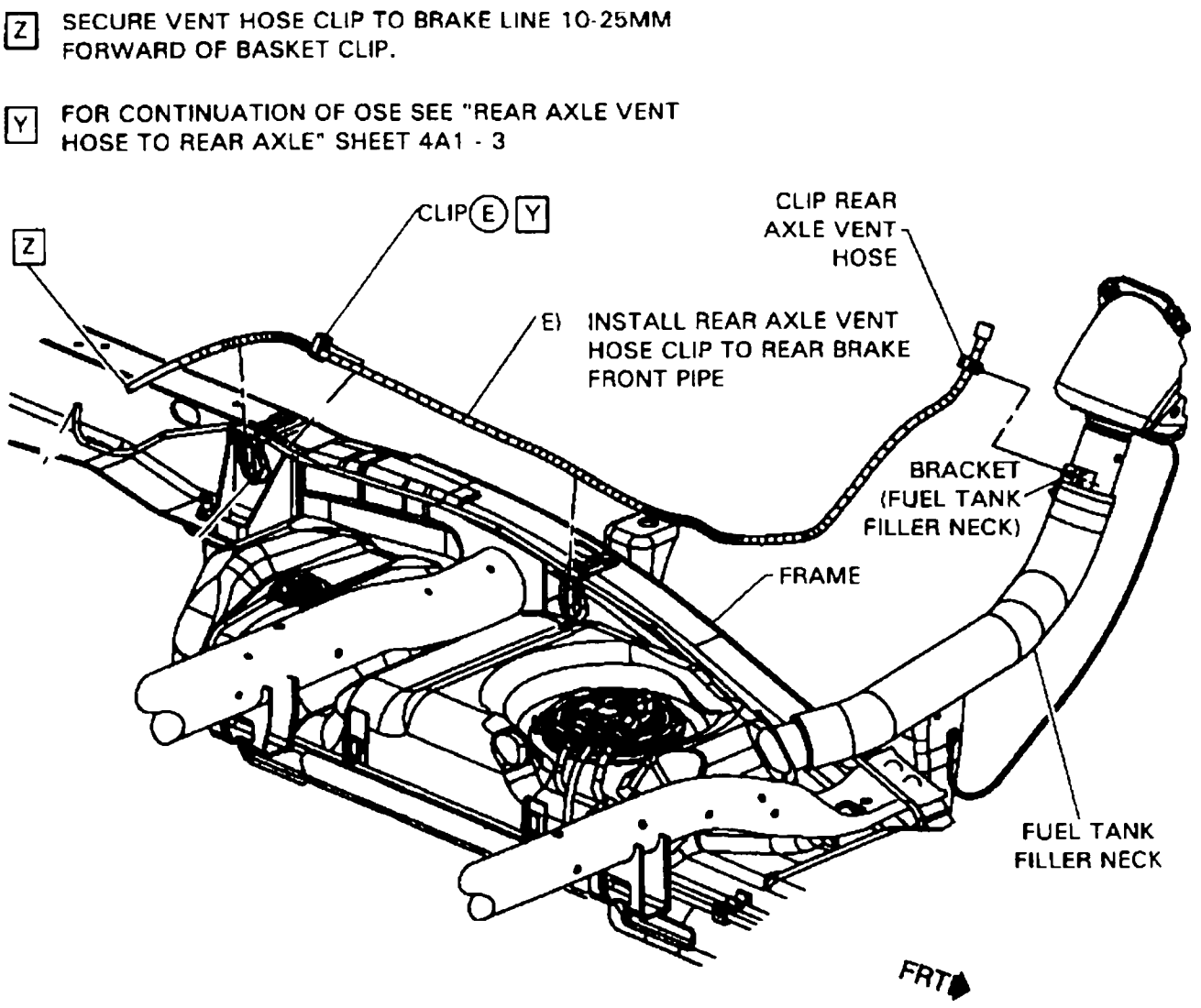



1 PIPE ASM
2 LUBRICANT APPROX. 0.0020
3 CLAMP (22 lb.in.)
W CLAMP MUST BE ORIENTED BETWEEN 0° 60° AS SHOWN
Y TERMINAL MUST POINT DOWN
Z ORIENT CLAMP AS SHOWN

## *Fuel Filler Pipe Assembly to Frame – Rear Axle Vent Hose (ZW9)*



## Fuel Filler Pipe Assembly to Frame – Rear Axle Vent Hose (ZW9)


Z SECURE VENT HOSE CLIP TO BRAKE LINE 10-25MM FORWARD OF BASKET CLIP.
Y FOR CONTINUATION OF OSE SEE "REAR AXLE VENT HOSE TO REAR AXLE" SHEET 4A1 - 3
CLIP E Y
CLIP REAR AXLE VENT HOSE
Z
E) INSTALL REAR AXLE VENT HOSE CLIP TO REAR BRAKE FRONT PIPE
BRACKET (FUEL TANK FILLER NECK)
FRAME
FUEL TANK FILLER NECK
FRT

# Pickup Box Removal Tail Lamp Wiring Modifications

### *REAR JUNCTION BLOCK*

The tail lamp wiring on the All New C/K is routed to a junction block located at the rear of the vehicle. This junction block interfaces with the rear chassis harness and breaks out the license lamp, left turn lamp and right turn lamp connections (see page 73 for connector face view). A schematic diagram of the Rear Junction Block and tail lamp circuits is shown on page 74. On trucks without the Pickup Box Delete (ZW9) option, this junction block is attached to the underside of the box and therefore must be relocated when removing the box. On trucks with ZW9, this junction block is attached to the left frame rail (see pages 75 & 76).

The parts required to relocate the Rear Junction Block to left frame are as follows:

- Junction Block — Part Number: 15304995
- Junction Block Bracket — Part Number: 15031996
- Bolt/Screw (two required) — Part Number: 11516885 (+HVY) 11516588 (–HVY)

### *REAR TAIL LAMPS AND LICENSE PLATE LAMP*

Trucks originally ordered with the ZW9 option will come equipped with separated function (stop, turn, park, backup) tail lamps which are mounted vertically and attached to the frame rails. These lamps were designed such that they will also comply with the requirements of FMVSS 108 if re-mounted horizontally (and to the FMVSS guidelines) by the upfitter. The license plate lamp assembly will be attached to the left frame rail as shown on page 77. Pages 77 to 81 provide the assembly sequence for the tail lamps and license plate lamp assemblies for trucks built with the ZW9 option.

The parts required to install the rear tail lamps and license plate lamp assembly are as follows:

- Tail Lamp Assembly – LH — Part Number: 15029717
- Tail lamp Assembly – RH — Part Number: 15029718
- Rear License Plate Lamp Assembly — Part Number: 15048278
- Stud/plate Assembly (two required) — Part Number: 11588611
- Nut (four required) — Part Number: 11516796

***(Continued on next page)***

*(Continued from previous page)*

### *COMBINATION LAMPS ON ALL NEW C/K CHASSIS*

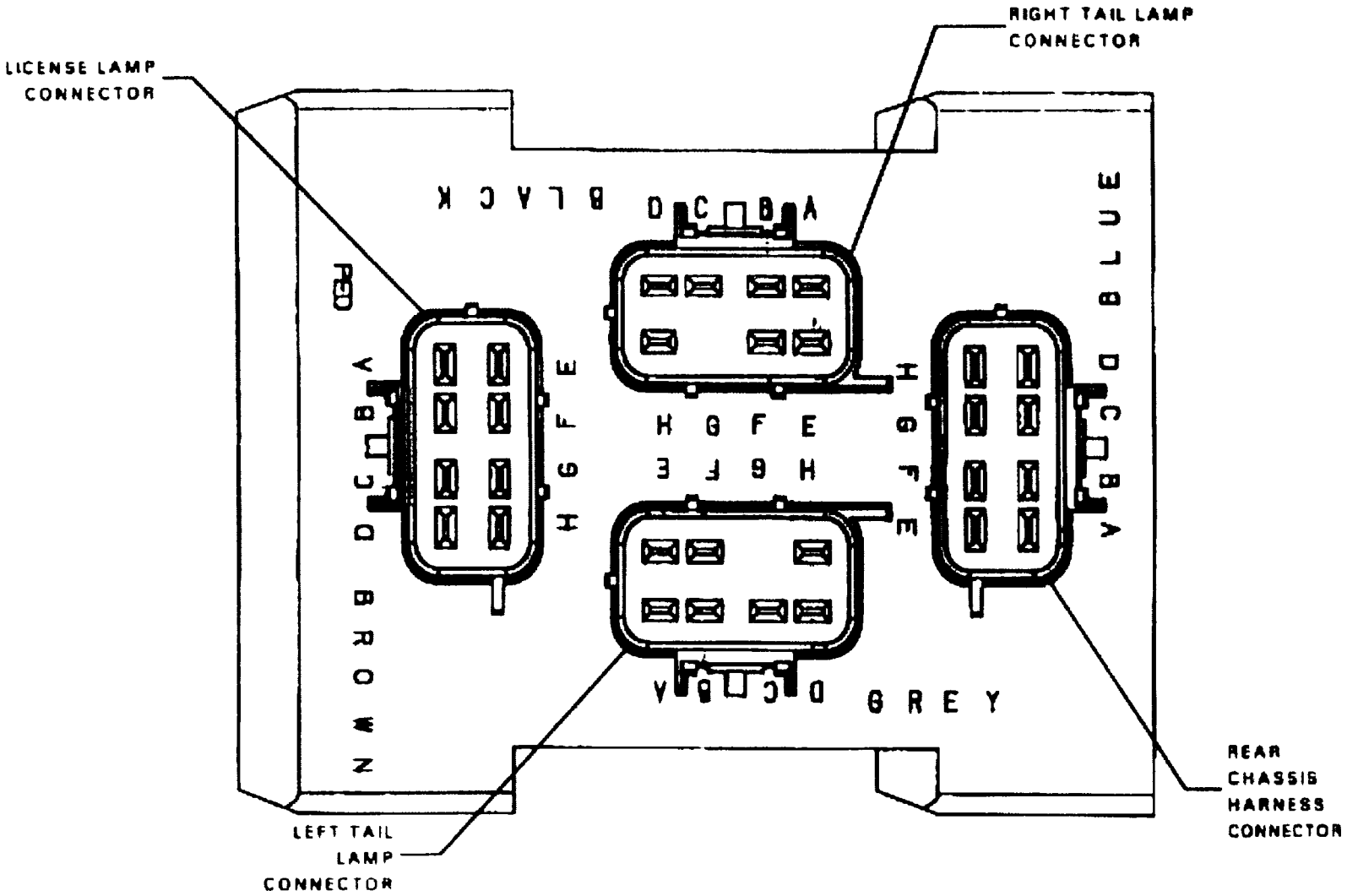
The All New C/K tail lamp wiring was designed for separated function Stop and Turn lamps, therefore, the tail lamp feeds from the rear junction block cannot be used directly for combination stop/turn lamps. Feeds for combined stop/turn lamps are, however, available off of the trailer tow harness. Trailer wiring is incorporated on all of the All New C/K trucks in one of two forms, Light Duty trailer wiring or Heavy Duty Trailer Wiring. On trucks with Light Duty trailer wiring, the trailer harness is tied back to rear crossmember (see Basic Trailer Wiring Package on page 82). On trucks with Heavy Duty trailer wiring the trailer harness is run to the universal trailer connector at the rear of the vehicle (see Heavy Duty Trailer Wiring Package on page 83).

The Left Stop/Turn Lamp feed can be accessed from the yellow wire (circuit 1618). The Right Stop/Turn Lamp feed can be accessed from the dark green wire (circuit 1619). A schematic diagram of the above mentioned trailer feed circuits is provided on page 84. If using these feeds, the upfitter must consider whether the truck will be used for trailer towing. If so, the upfitter must ensure that the loads of the truck stop/turn lamps combined with the trailer stop/turn lamps do not exceed the capacity of the circuits. Load guidelines for this, as well as splicing guidelines, can be found in the Upfitter Integration Electrical Guideline Manual.

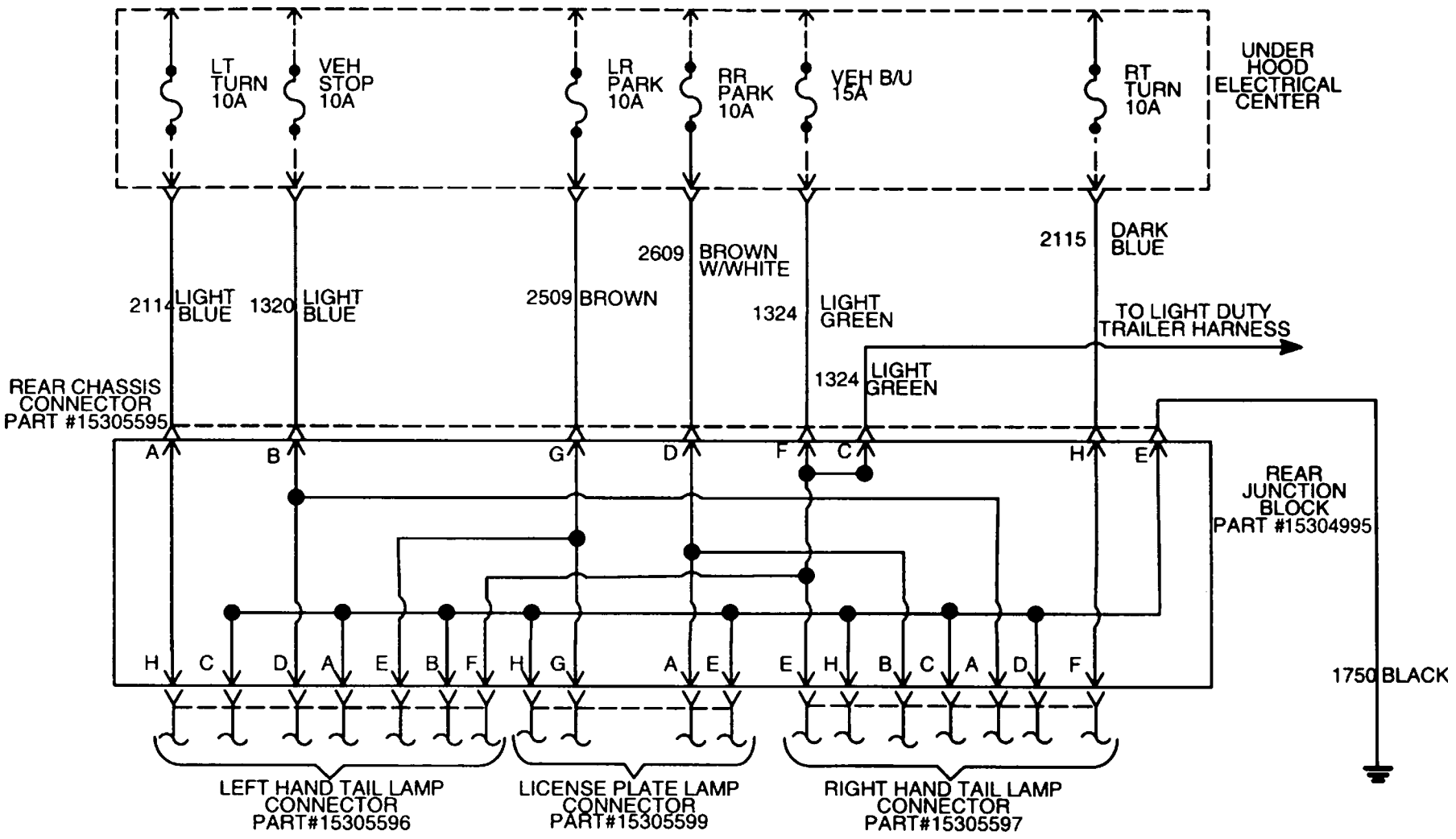
### *REAR CHASSIS WIRING HARNESS AND REAR LAMP CONNECTOR FACES*

A connector face diagram of the Rear Chassis Harness Connector is shown on page 85. As was mentioned above, under the Rear Junction Block heading, the Rear Chassis Harness interfaces with the Rear Junction Block where the rear lamp circuits are broke out. If the upfitter prefers to interface directly with this connector, thus eliminating the Rear Junction Block, an in-line mating connector is available and can be obtained by ordering part number 15326788. Connector faces for the Tail Lamp Connectors and Rear License Plate Lamp Connector are also provided and are shown on pages 86 through 88. Please note that these connectors can either be purchased from a local GM dealer or through Packard by calling 1-800-PACKARD (722-5273).

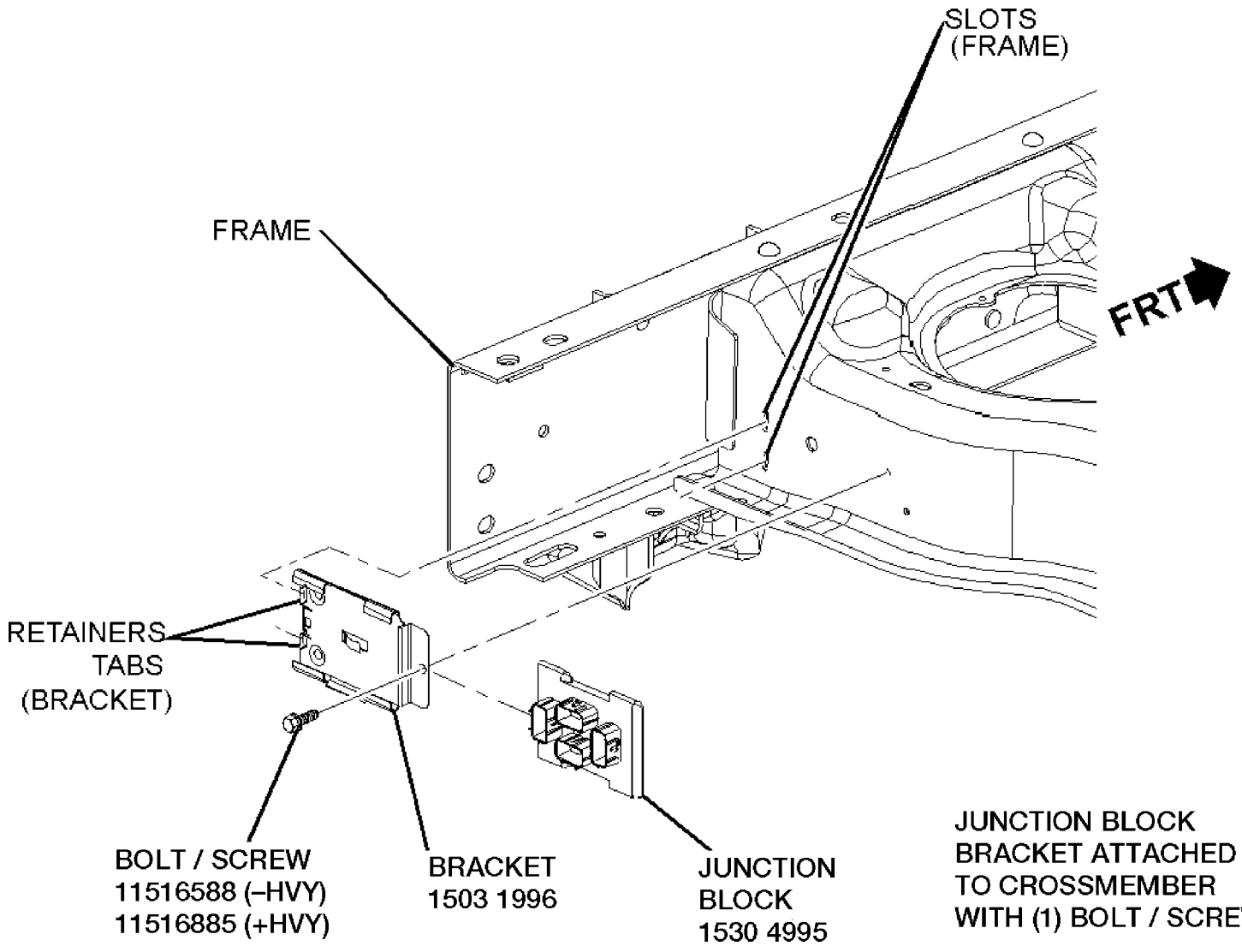
## *Rear Junction Block as Viewed from Rear of Vehicle with ZW9*



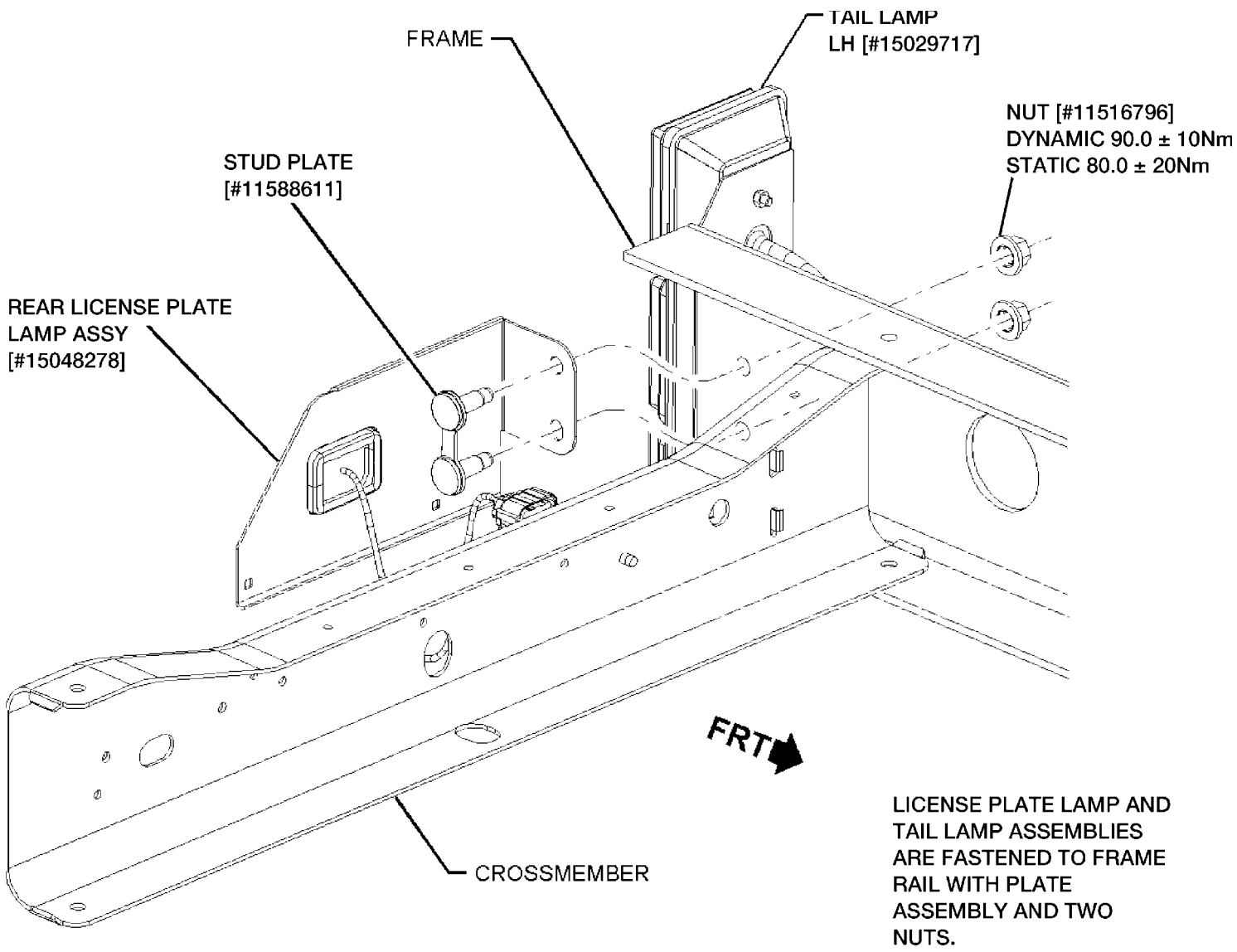
## Rear Junction Block Electrical Diagram


LT TURN 10A
VEH STOP 10A
LR PARK 10A
RR PARK 10A
VEH B/U 15A
RT TURN 10A
UNDER HOOD ELECTRICAL CENTER
2114 LIGHT BLUE
1320 LIGHT BLUE
2509 BROWN
2609 BROWN W/WHITE
1324 LIGHT GREEN
2115 DARK BLUE
TO LIGHT DUTY TRAILER HARNESS
1324 LIGHT GREEN
REAR CHASSIS CONNECTOR PART #15305595
A B G D F C H E
REAR JUNCTION BLOCK PART #15304995
H C D A E B F H G A E E H B C A D F
1750 BLACK
LEFT HAND TAIL LAMP CONNECTOR PART#15305596
LICENSE PLATE LAMP CONNECTOR PART#15305599
RIGHT HAND TAIL LAMP CONNECTOR PART#15305597

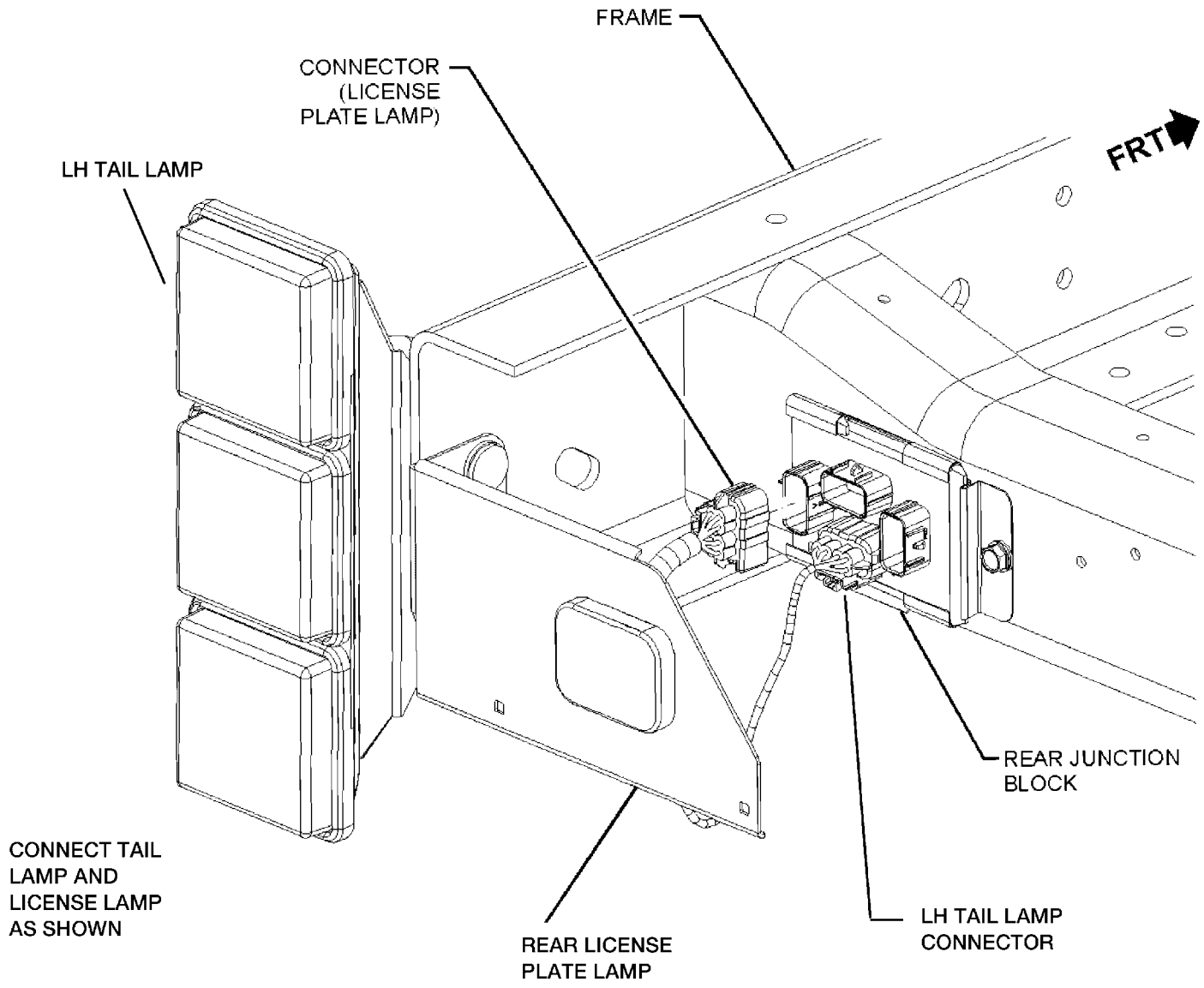
## Rear Junction Block and Bracket Installation – Chassis Cab (ZW9) Trucks



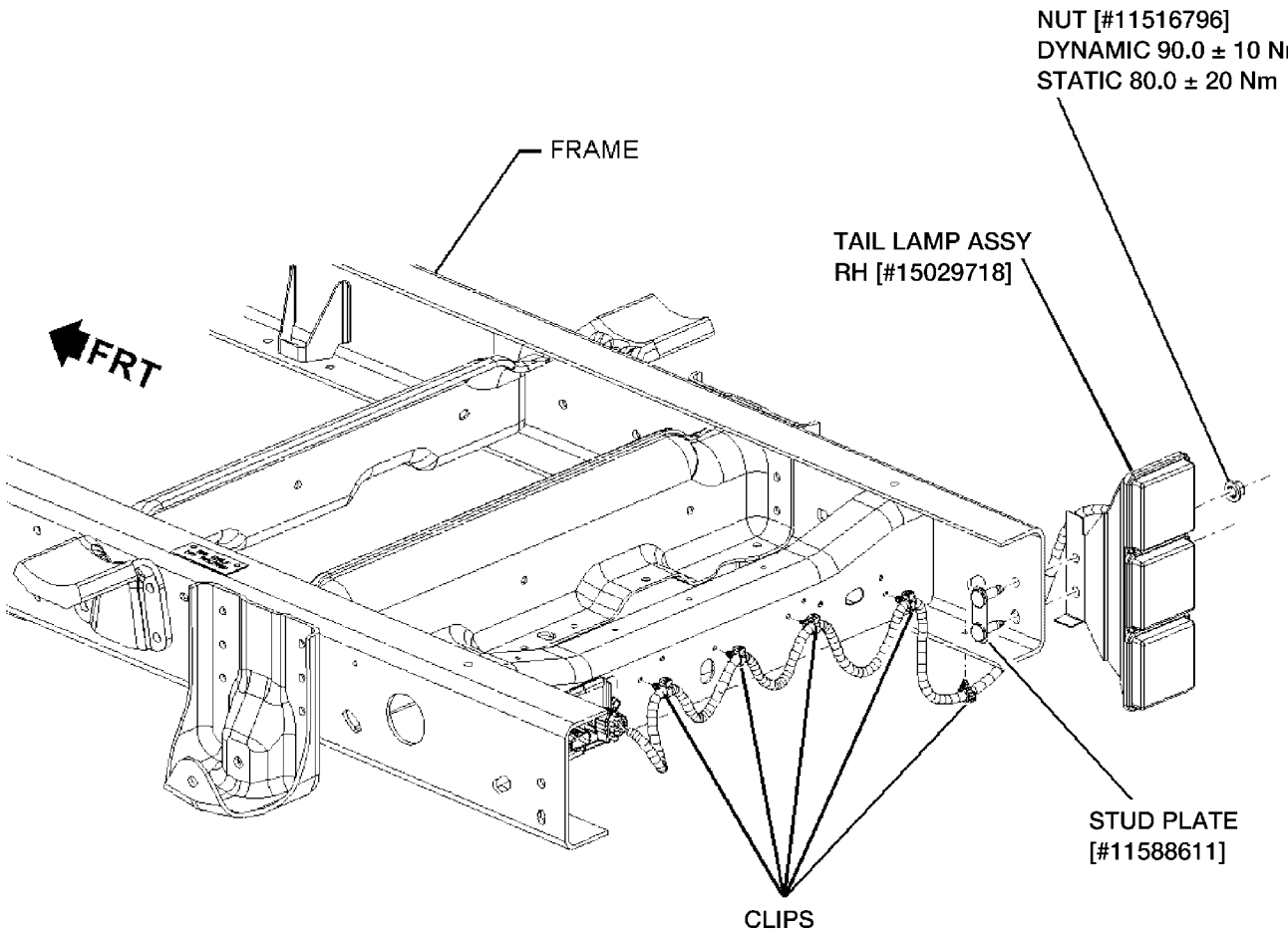
## Left Hand Tail Lamp to Frame – Chassis Cab (ZW9) Trucks



## Left Hand Tail Lamp and License Plate Lamp to Junction Block – Chassis Cab (ZW9) Trucks

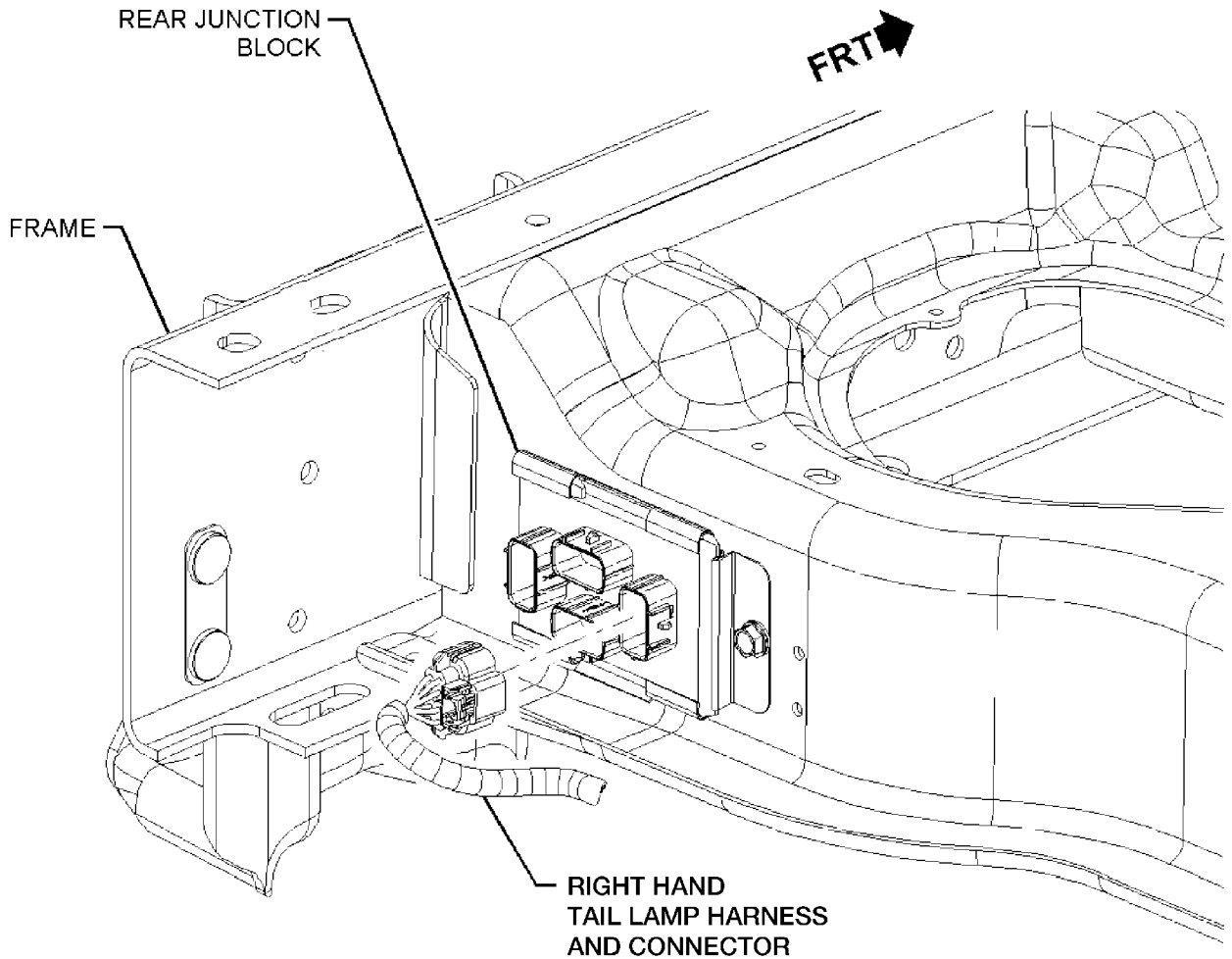


## Right Hand Tail Lamp to Frame – Chassis Cab (ZW9) Trucks

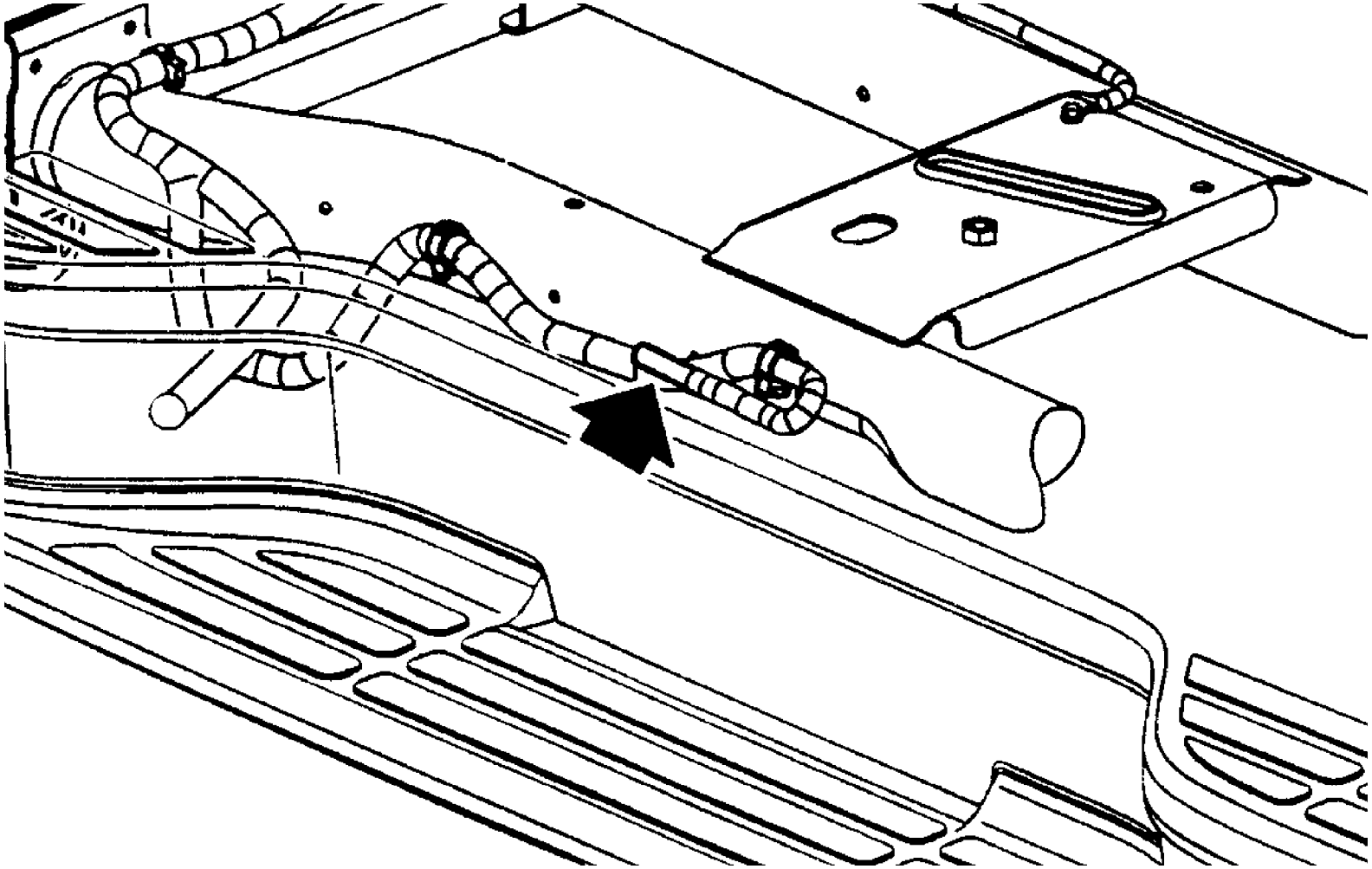



TYPICAL INSTALLATION

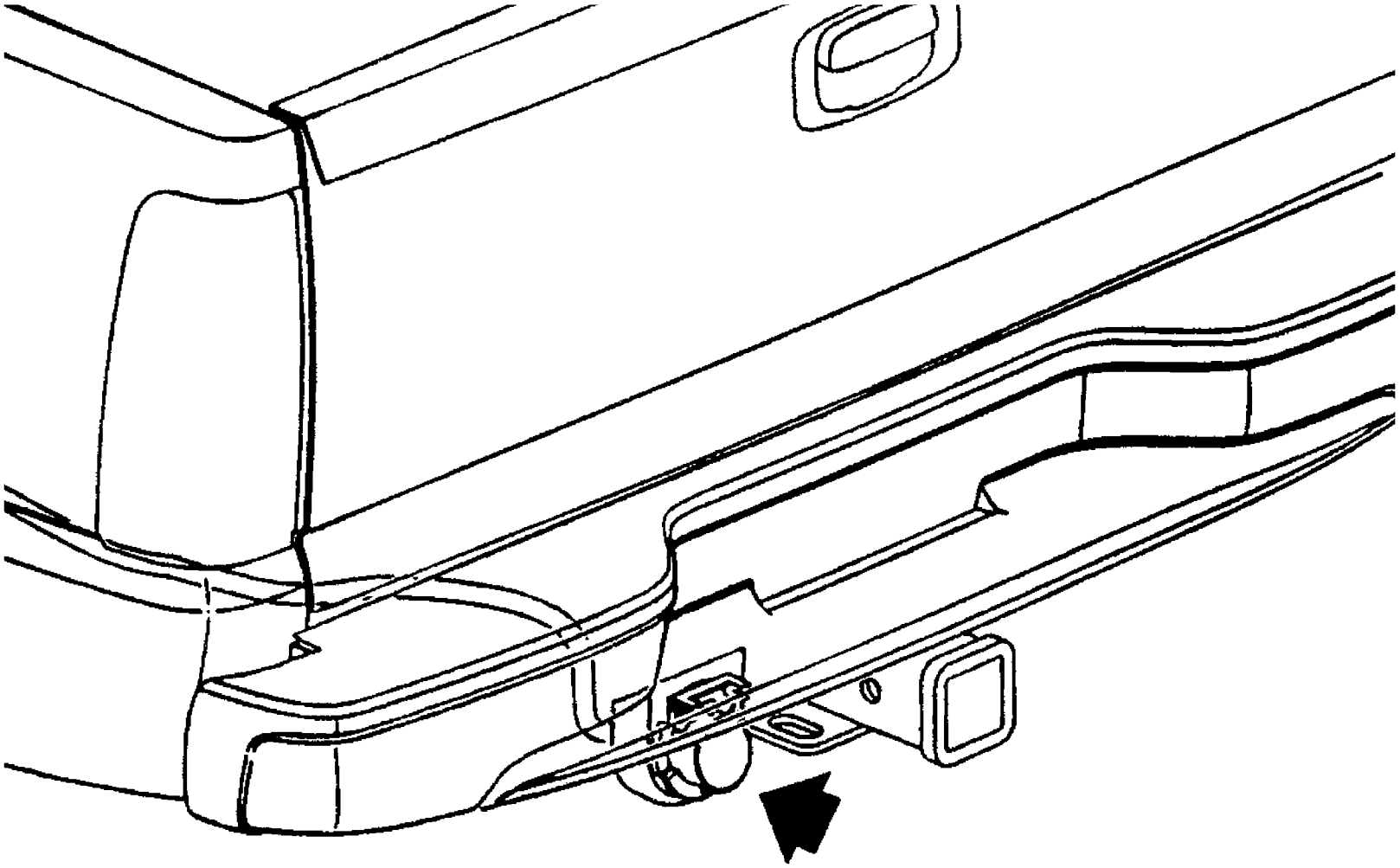
## Right Tail Lamp Harness to Junction Block – Chassis Cab (ZW9) Trucks



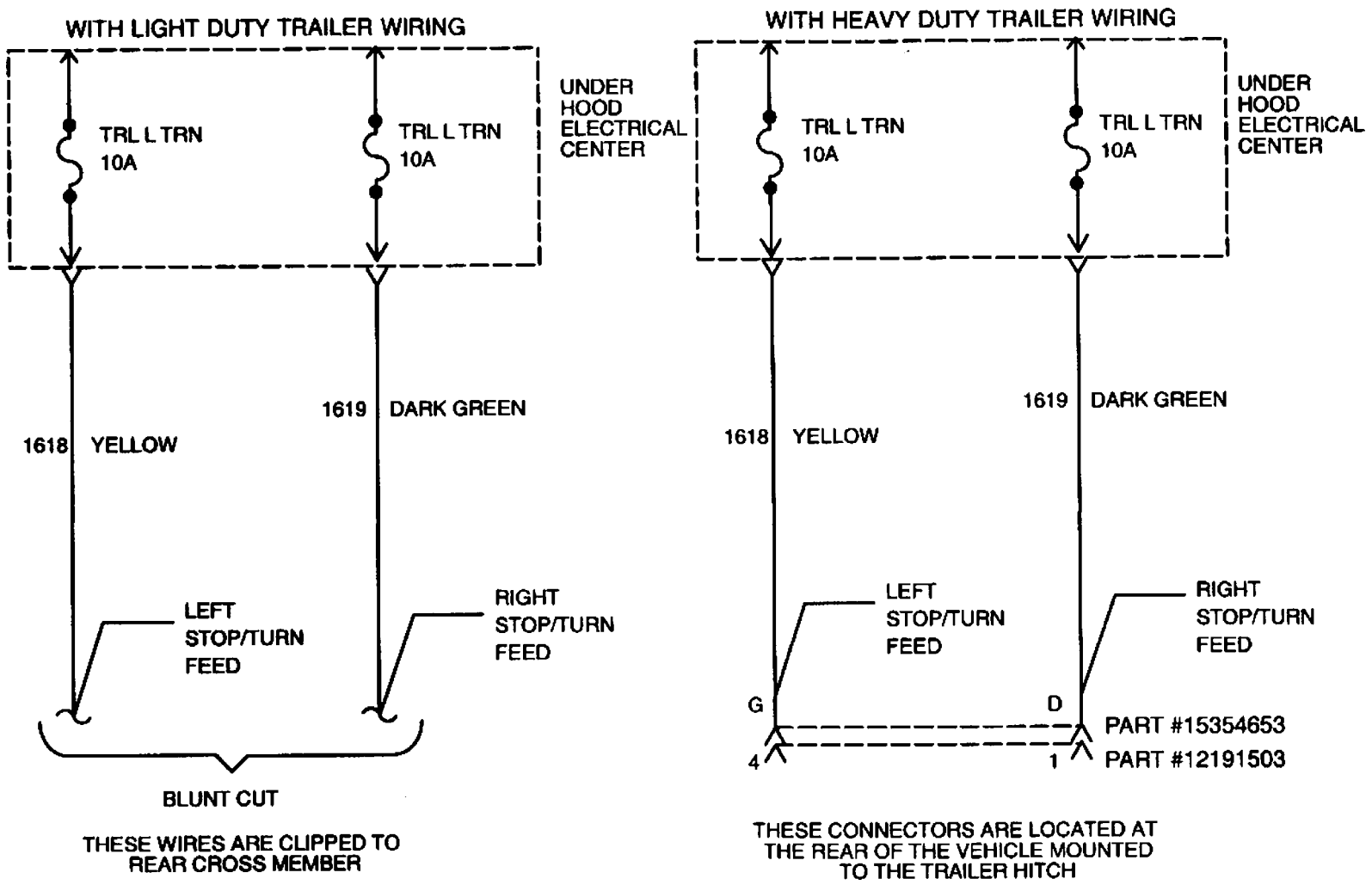
## Basic Trailer Wiring Package



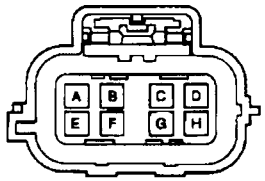
## Heavy Duty Trailer Wiring Package (If Equipped)



## Trailer Wiring Stop/Turn Circuit Electrical Diagram



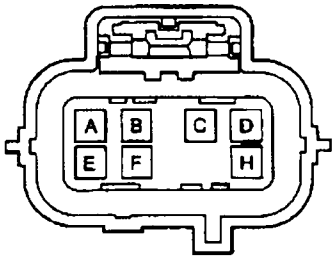
## Rear Junction Block – Rear Chassis Harness Connector




| CAVITY | WIRE COLOR | CIRCUIT NO. | FUNCTION |
|---|---|---|---|
| A | LIGHT BLUE | 2114 | LEFT TURN SIGNAL |
| B | LIGHT BLUE | 1320 | STOP LAMPS (CHMSL) |
| C | LIGHT GREEN | 24 | VEHICLE BACKUP LAMPS |
| D | BROWN W/WHITE | 2609 | RIGHT REAR PARKING LAMPS |
| E | BLACK | 1750 | GROUND |
| F | --- | --- | NOT USED |
| G | BROWN | 2509 | LEFT REAR PARKING LAMPS |
| H | DARK BLUE | 2115 | RIGHT TURN SIGNAL |

**Connector Infomation**
8-way Connector Assy. Part No.:15317304 Color: Blue
**Mating Connector Information**
In addition to the Rear Junction Block, the rear junction block connector can be mated with the following in-line connector:
Connector Part No.: 15326788
Primary Lock Reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

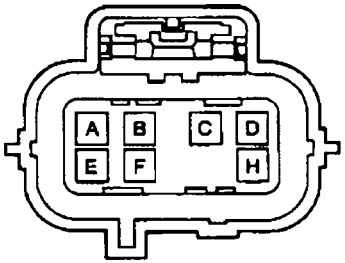
## Rear Junction Block – Left Hand Tail Lamp Connector




| CAVITY | WIRE COLOR | CIRCUIT NO. | FUNCTION |
|---|---|---|---|
| A | BLACK | 1750 | GROUND - LH STOP/PARK LAMPS |
| B | BLACK | 1750 | GROUND - LH BACKUP LAMP |
| C | BLACK | 1750 | GROUND-LH TURN SIGNAL LAMP |
| D | LIGHT BLUE | 1320 | LEFT STOP LAMP |
| E | BROWN | 2509 | LEFT REAR PARKING LAMP |
| F | LIGHT GREEN | 24 | LEFT BACKUP LAMP |
| G | --- | --- | NOT USED |
| H | LIGHT BLUE | 2114 | LEFT TURN SIGNAL LAMP |

**Connector Infomation**
8-way Connector Assy. Part No.:15317305
Color: Gray
Primary Lock reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

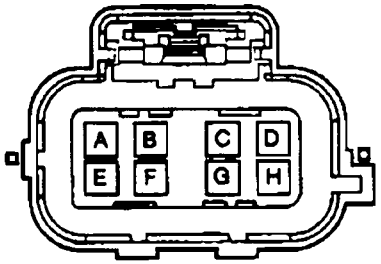
## Rear Junction Block – Right Hand Tail Lamp Connector




| CAVITY | WIRE COLOR | CIRCUIT NO. | FUNCTION |
|---|---|---|---|
| A | LIGHT BLUE | 1320 | RIGHT STOP LAMP |
| B | BROWN W/WHITE | 2609 | RIGHT REAR PARKING LAMP |
| C | BLACK | 1750 | GROUND - RH STOP/ PARK LAMP |
| D | BLACK | 1750 | GROUND - RH TURN SIGNAL LAMP |
| E | LIGHT GREEN | 24 | RIGHT BACKUP LAMP |
| F | DARK BLUE | 2115 | RIGHT TURN SIGNAL LAMP |
| G | --- | --- | NOT USED |
| H | BLACK | 1750 | GROUND - RH BACKUP LAMP |

**Connector Infomation**
Connector Assy. Part No.: 15317306
Color: Black
Primary Lock Reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

## Rear Junction Block – License Plate Lamp Connector




| CAVITY | WIRE COLOR | CIRCUIT NO. | FUNCTION |
|---|---|---|---|
| A | BROWN W/WHITE | 2609 | RIGHT LICENSE PLATE LAMP |
| B | --- | --- | NOT USED |
| C | BLACK | 1750 | GROUND - LEFT LICENSE PLATE LAMP |
| D | BLACK | 1750 | GROUND - RIGHT TURN |
| E | BLACK | 1750 | GROUND-RIGHT LICENSE PLATE LAMP |
| F | --- | --- | NOT USED |
| G | BROWN | 2509 | LEFT LICENSE PLATE LAMP |
| H | --- | --- | NOT USED |

**Connector Infomation**
Connector Assy. Part No.: 15317308
Color: White
Primary Lock Reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

## Rear Bumper Removal Wiring Modifications

Trucks ordered with the Rear Bumper Delete (VF7) option will come equipped with the Rear License Plate Lamp Assembly which is fastened to the left frame rail as shown on page 90. The License Plate Connector is mated with the Rear Junction Block as shown on page 91.

The parts required to attach the Rear License Plate Lamp Assembly to the left frame rail are as follows:

- Rear License Plate Lamp Assembly — Part Number: 15048278
- Stud/plate Assembly (one required) — Part Number: 11588611
- Nut (two required) — Part Number: 11516796

## License Plate Lamp to Rear Junction Block – Pickup with Rear Bumper Delete (VF7)